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Stars of the Next Issue Bringing You the best in Arm

Flakwagen Bronco Model's Versuchsflakwagen gets the MMI treatment .

Ein Zwei Polizei An unusual Wor

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ne Rhine Special

Regulars...

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All that's new

Other Regulars will return to active duty next month

Key to Scales used in MMI

1/6	= 300mm	1/35	= 51mm
1/10	= 200mm	1/48	= 36mm
1/16	= 120mm	1/72	= 25-28mm
1/18	= 90mm	1/76	= 24mm
1/24	= 70-75mm	1/144	= 13mm
1/32	= 54mm	MMI	= no scale, reference articles, Industry news

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our Modelling from across the Globe On sale 19th December

ld War II diorama.

Object 279 Preparing for the Nuclear Winter.

...and more!

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Forum

Welcome to a very special issue of MMI to celebrate the fiftieth anniversary of the IPMS National Show. We decided that the magazine needed a special themed issue to mark the occasion and what better than a series of models dedicated to the men and women who served in Germany during the Cold War as part of the British Army of the Rhine (BAOR). The BAOR was originally formed at the end of World War II from 21st Army Group. Initially it was responsible for overseeing the various parts of the British zone of occupied Germany, but from 1949 it was charged with controlling the British contingent of the defence of West Germany as part of NATO. From 1952 its commander was also CiC NORTHAG (Northern Army Group) and the men and women of BAOR served alongside Dutch, Belgian and German soldiers throughout the Cold War. In some ways, with the benefit of hindsight, the idea of a war against the massed ranks of the Warsaw Pact across the north German plains seem surreal. I remember as an army cadet in the 1980s visiting the 17th/21st Lancers' barracks in Münster and watching Soviet propaganda films of endless rows of T-64s and British training films of the Grenadier Guards battle group holding a West German wood against Soviet tanks. Certainly by the early 1980s, the prospect of NATO holding onto West German soil in the event of Soviet attack was counted in days rather than weeks and the zero-sum nuclear option of mutually assured destruction was the logical outcome of any such conflict. Thankfully, BAOR was never called upon to fulfill its primary function, although before its disbandment in 1994 many of its soldiers were able to deploy the lessons learned in Operation Granby for the liberation of Kuwait. It also provided, I'm sure, a host of happy memories for those who served in its ranks.

When I was approached by the 'JAGdwerks' team of Chris Jerret, Ken Abrams and Anthony Guarderas with the idea of a BAOR-themed issue I was delighted to accommodate them. The guys were keen to feature the range of vehicles that served in the BAOR, taking the 1980s and 90s as their key timeframe, including Main Battle Tanks, lighter reconnaissance vehicles, softskins and some of the more esoteric vehicles employed. What we have, I hope you'll agree, is six super subjects that provide a fitting tribute to Britain's contribution to NATO's mission in West Germany during the Cold War. And for those of you reading this who served in the BAOR, we hope it brings back fond memories. Until next month, happy modelling.

David

David Grummitt Editor

The winner of October's Spot the Difference competition was Harold Betterman of Chester. Congratulations!

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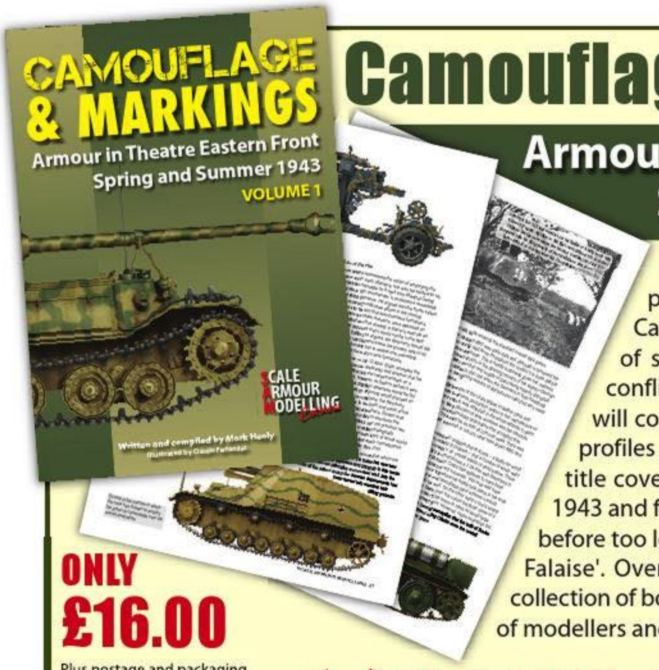

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News at the Front

An in-depth look at some of the latest releases

Revell

1/72

David Grummitt

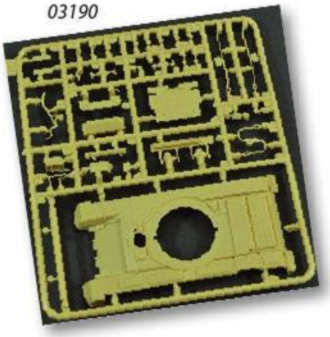
Revell
Russian Battle Tank T-90
1:72
03190

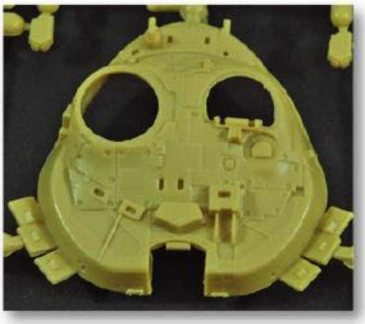
The **T-90** is one of those vehicles that seems to be kitted by just about everyone these days, both in 1/35 by Zvezda and Meng and in Small-Scale by Modelcollect and now **Revell**. In the 1990s Revell led the way with a new generation of 1/72-scale kits and this release shows that they continue to raise the bar in terms of detail, ease of assembly and accuracy. While in reality the T-90 is based on the T-72 Revell have decided to develop brand new moulds for their **Russian Battle Tank T-90** *(ref. 03190)*. Moulding is superb with no flash and only a very sink marks, mostly out of sight on the finished model (with the exception of a few on the tracks). Assembly looks pretty straightforward, beginning as usual with the lower hull, but Revell have provided a bit of a surprise with the tracks. These are provided as four straight runs of two lengths which will need to be softened in hot water before being bent around the drive sprocket and idler. There are some really nice details: opening commander's hatch, spare fuel tanks with plumbing, very delicate headlight guards, and a searchlight for the Indian version of the tank. The barrel is provided as one piece with a separate muzzle. Markings are provded for three vehicles, two Russian and one Indian. Overall, this a superb little kit of an attractive vehicle and probably has the edge over the Modelcollect version.

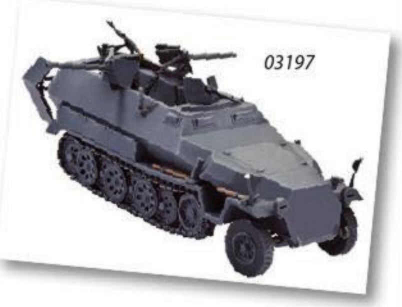
Next from Revell we have **Sd.Kfz. 251/16 Ausf. C** *(ref. 03197)*, the flamethrowing version of the basic SPW halftrack of World War II. This one comes on four sprues of sand-coloured plastic and, moulding wise, is almost to the same standard as the T-90. This is a small kit in this scale and the biggest challenge will undoubtedly be removing some of the very small parts from the sprue. The distinctive inter-locking wheels are provided as one large unit and single outer wheels, while the tracks are of the link-and-length variety. The flamethrowing equipment is very good and includes, unlike the old Esci kit, the tanks as well as the 'throwers themselves. The barrels are very small and the muzzles are not open; it'll be tricky to drill them out, so it might be better replacing them with some thin metal tube. Markings are provided for two vehicles, both Dark Grey and both serving on the Eastern Front in 1941-42. Both kits are highly recommended and testimony to Revell's position as one of the leading plastic kit manufacturers. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu or email ukbranch@revell.de.

Revell
Sd.Kfz. 251/16 Ausf. C
1:72
03197

03190







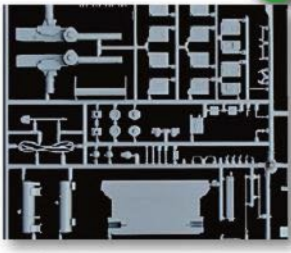
03197

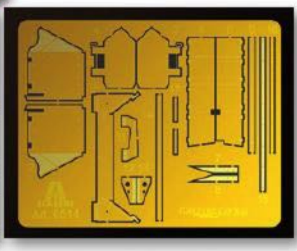
Italeri

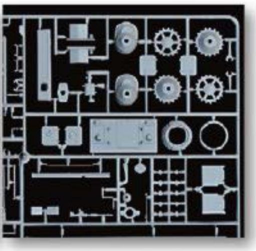
1/35

David Grummitt

Pz. Kpfw. IV Ausf. F1/F2/early G
ITALERI







Italeri have been revisiting some of their older kits recently and the latest to the get the treatment is **Pz.Kpfw. IV Ausf. F/F2/Early G** *(ref. 6514)*. The new boxing includes a set of individual track links, a small photoetch sheet containing mudflaps and some other small details, and a new sprue with parts to make a more accurate early Ausf. G. This was a nice kit when first released (back in the 1960s) and this release will mean it's still an attractive model for today's modellers. Markings are provided for three vehicles: an Ausf. F in North Africa; an 'F2' in Russia; and an Ausf. G in Greece. Italeri kits are available from all good model shops and are distributed in the UK by the Hobby Company (www.hobbyco.net) who kindly supplied the review sample.

News at the Front

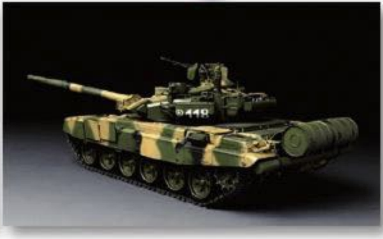
An in-depth look at some of the latest releases.

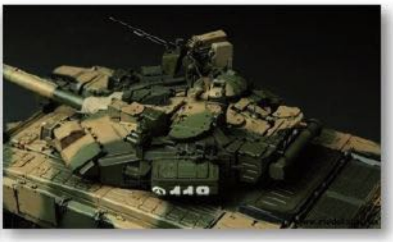
Meng Model

1/35

David Grummitt

RUSSIAN MAIN BATTLE TANK
T-90A
MENG
1/35





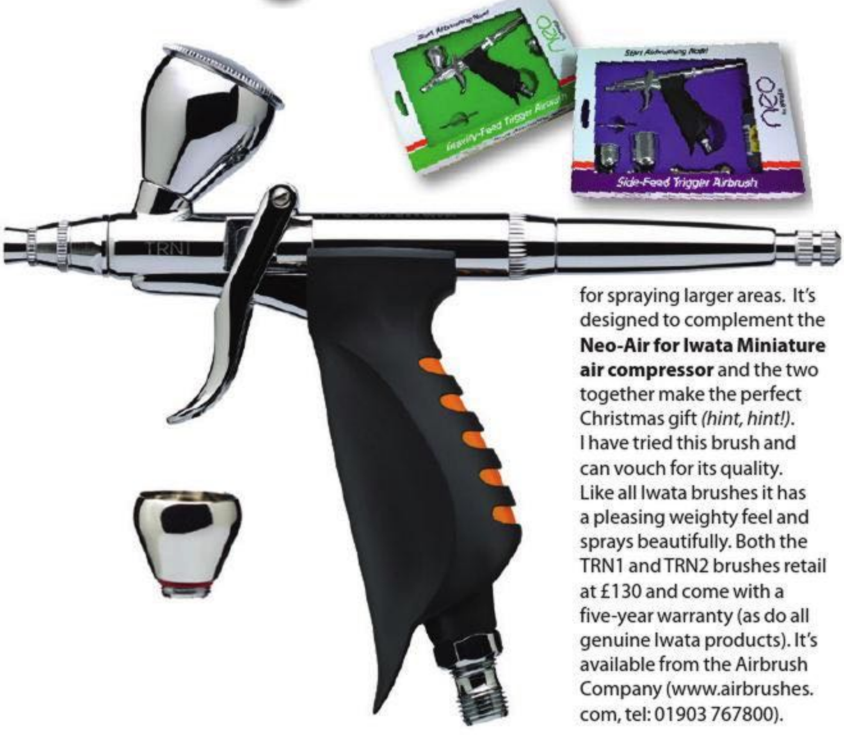
Our second T-90 kit this month is in the larger scale and is every bit as impressive as Revell's Small-Scale offering. **Meng's Russian Main Battle Tank T-90A** *(ref. TS-006)* contains no fewer than 475 green plastic parts, over 300 flexible and hard black plastic parts that comprise the tracks, clear parts, three small sheets of photoetch, polythene caps for fitting the roadwheels, a flexible vinyl mantlet cover (as well as two tanker's helmets), as well as string for the towing cables. Meng have established themselves as one of the leading manufacturers of plastic model kits and this, like their Doobi bulldozer reviewed a couple of months ago, is one of the sharpest and most buildable kits I have seen. The crispness of the moulding and quality of the details really have to be seen to be truly appreciated. The tracks are fiendishly detailed, containing no fewer than five separate parts per link. Happily a set of jigs is provided to assist in their assembly, but this will require a degree of commitment nonetheless. Patience and care, however, will be rewarded with a real masterpiece of plastic modelling. As well as th exterior detail the kit comes with an V-29S engine and partially detailed engine bay, while the engine deck is detailed with photoetched grills. The ERA fittings on the side skirts and turret give a convincingly layered appearance. The characteristic Shtora light is very nice, as is the DShK heavy machine gun. The markings are generic and provide the means to depict a wide range of Russian vehicles. Without a doubt, this is one of the kits of 2013; in terms of subject, level of detail and accuracy, and sheer buildability this one will take some beating. Very highly recommended. It's available in the UK from Creative Models (www.creativemodels.co.uk) who graciously supplied the review sample.

Iwata

MMI

David Grummitt

New this month from our friends at the **Airbrush Company** is the **Neo for Iwata gravity-feed pistol trigger airbrush** *(ref. TRN1)*. For those who don't know Neo airbrushes offer a cost-effective, entry-level airbrush with all the quality and craftsmanship of the Iwata range. This trigger-action brush offers the perfect piece of kit for someone new to airbrushes who wants good results right from the off. Its innovative dual action pistol trigger design offers simple, ergonomic operation and the pre-set handle allows even the beginner to set the flow of paint and ensure perfect spray performance every time. The TRN-1 featuresa 0.35mm needle and comes with comes with a large 1/3 oz and medium 1/16 oz cups, making it very economical. There's also a **TRN2 brush** which features a 0.5mm needle and larger cups for spraying larger areas. It's designed to complement the **Neo-Air for Iwata Miniature air compressor** and the two together make the perfect Christmas gift *(hint, hint!)*. I have tried this brush and can vouch for its quality. Like all Iwata brushes it has a pleasing weighty feel and sprays beautifully. Both the TRN1 and TRN2 brushes retail at £130 and come with a five-year warranty (as do all genuine Iwata products). It's available from the Airbrush Company (www.airbrushes.com, tel: 01903 767800).



News at the Front

An in-depth look at some of the latest releases

Academy

1/35

Brendan Fraser

Academy have a reputation for producing inexpensive and very buildable kits, ideal for beginners to the hobby but sometimes ignored by more experienced builders. These two releases should put pay to that! **German Light Tank Pz.Kpfw. 35(t)** *(ref. 13280)* is an important new release of an important early war tank that saw service with the Whermacht during the years of Blitzkrieg. Like its much better known counterpart, the 38(t), this tank was originally developed for the Czech army but after the German invasion in 1939 production was diverted to the needs of the German army. The kit comprises ten sprues in a dark grey plastic, detail is nice with no flash and plenty of rivets for those of you who like pin washes! There are also two figures, a full commander and a driver half figure, which are okay but not great. The hull tub is a four-part flat pack effort, with some nice detail. The suspension is nicely detailed, but has some heavy sprue attachment points, and the tracks are provided as link-and-length efforts with a few individual links to wrap around the drive sprocket and idler. The top portion has the sag moulded into it, which is a nice touch. The rest of the construction is pretty straightforward and I would compare this kit with the newer generation of Italeri kit, rather than a Bronco or Meng production. The turret is neatly done, especially the commander's hatch which has two separate parts, inner and outer, both nicely detailed. The decals, depicting two Dark Grey vehicles of 6th Panzer Division, one in France, one in Russia, are a little thick but should settle down nicely with some setting solution. Overall, this is a really nice kit and certainly an improvement over the recent Tamiya release (which was a reboxing of the old CMK kit).

Jagdpanzer 38(t) Hetzer
"Prague 1945"
ROZHLAS
1/35th Scale
ACADEMY

1/35
German Light Tank
Pz.Kpfw. 35(t)
ACADEMY

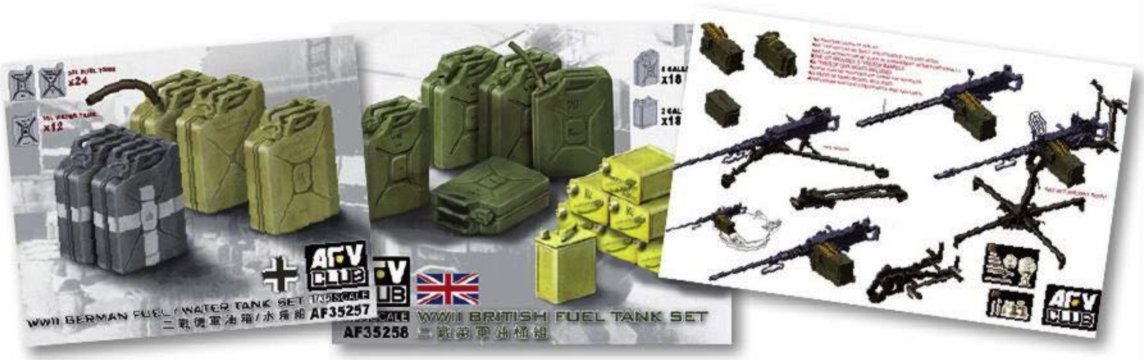
Also from **Academy** we have **Jagdpanzer 38(t) Hetzer 'Prague 1945'** *(ref. 13277)*. This **special edition** kit is basically a **reboxing** of their earlier **'Late Version'** *(ref. 13230)*. This was typically well moulded and easy to build kit, and was basically accurate but its details were a little softer than you might expect. This kit represents a vehicle taken from the Prague factory during May 1945 and commandeered by insurgents. Academy have provided a colourful decal sheet to cover the garish, patriotic markings applied to this vehicle, but the real challenge will be to represent the bare metal finish on this vehicle. The armour plate that was fitted over the empty gun mantlet is provided as resin pieces. This is certainly a bit different and recommended to all fans of German armour. Academy kits are available from all good model shops and distributed in the UK by Pocketbond, who kindly supplied the review samples.

AFV Club

1/35

David Grummitt

Three really useful and good value sets from **AFV Club**: **German Fuel/Water Tank Set** *(ref. AF35257)* contains 24 fuel jerry cans and 12 water-only cans; **British WWII Fuel Tank Set** *(ref. AF35258)* contains 18 five-gallon jerry cans and 18 two-gallon 'flimsies'; **M2HB .50 Cal w/ M3 Tripod&M63 Mount** *(ref. AF35246)* contains two complete MGs with the option of mounting either on a vehicle or on the M3 tripod or the M63 AA mount. The .50cal is a particularly useful set: the guns themselves are very crisp, detailed with photoetch, and the tripods are the real icing on the cake. AFV Club kits are available in all good model shops and are distributed in the UK by Pocketbond who kindly supplied the review sample.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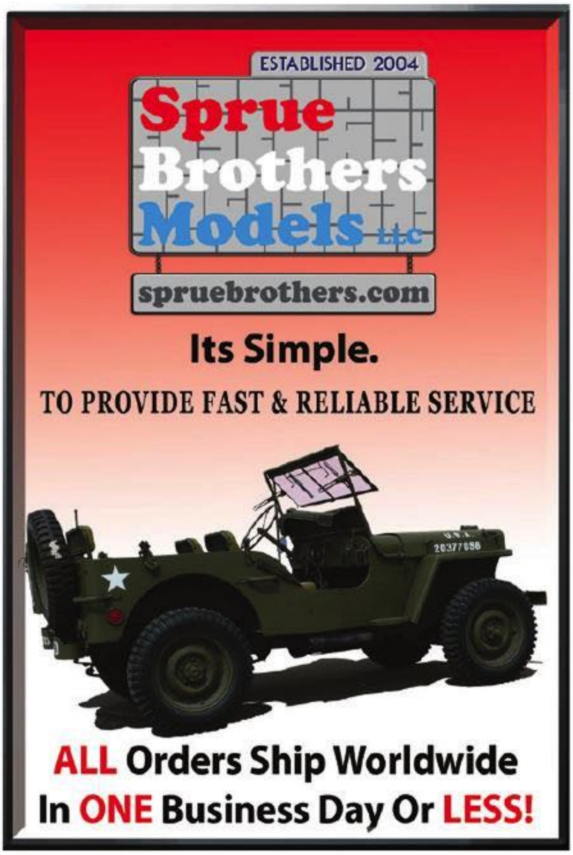
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1/72

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1/72

2054 1/72 Pz.Kpfw. IV Driver's set for Dragon kit

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8043 1/48 Tiger I – Engine set for Tamiya kit

8044 1/48 Maybach HL 230 P45 WW II German tank engine for Tiger I, Sturmtiger

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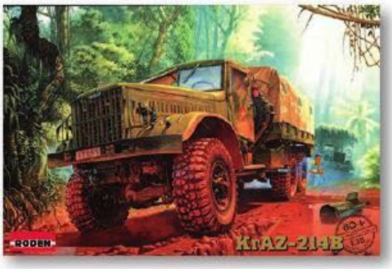
News at the Front

An in-depth look at some of the latest releases

Roden

1/35

David Grummitt

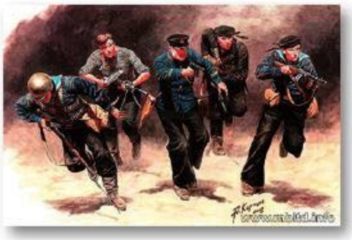


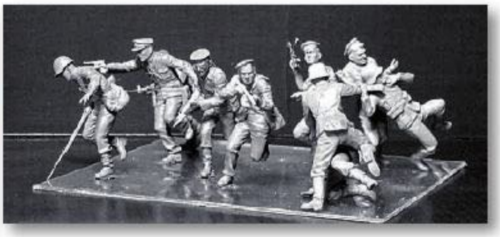
Roden are well known for their Small-Scale vehicle and aircraft kits but they've now broken into the 1/35 scale business and their first kit, the **Russian lorry KrAZ-214B** *(ref. 804)*, is quite a debut. The kit comes in a large sturdy box and contains four sprues of dark green plastic, eight black sprues, eight vinyl tyres, a clear sprue and a vac-formed canopy. This is a very detailed build, 30 pieces for th engine alone, and will really please builders of soft-skinned vehicles. It has some nice features, such as the vac-formed canopy with a handy template allowing you to cut it out and place the windows correctly. Hoops are also included for the cargo bed should you wish to leave it uncovered. The driver's compartment is also very nicely detailed with separate pedals for the throttle, clutch and brake. The hand brake, gearstick and the transfer case shifters are also separate, and each door panel has separate handles on the inside while the door inner liner is a separate piece too. Those wishing to have the door windows down can do so by doing a bit of cutting, but I suspect modellers who tackle this kit will feel comfortable attempting that. The colour instructions are particularly well drawn and markings are provided for a range of Soviet vehicles, their Warsaw Pact allies and a North Vietnamese example. This is a really good kit and very highly recommended. Roden kits are available in all good model shops and are distributed in the UK by Pocketbond who kindly supplied the review sample.

Masterbox

1/35

Ian Duthie





Masterbox continue with their lively and innovative schedule, and their latest release is a five-figure set **Soviet Marines, Attack, 1941-42** *(ref. MB35153)*. This is dramatic stuff and there is a lot to like. The officer is firing on the run and is smartly dressed in his tunic. Two of his men wear the blue jumper with traditional 'square rig', one has the black 'bushlat' jacket, and there is a bareheaded guy in just his striped vest, firing his DP MG from the hip. This gives you plenty of variety in the group when it comes to painting. Two of the men have the classic cap with the two ribbons trailing behind. These are supplied with the kit, but the limitations of styrene make them a bit thick eared and static. I would recommend lead sheet or thin plastic strip to make them fly out convincingly. A feature that I really like is that on three of the figures, the right hand comes separately and is integrally moulded on to the stock of the appropriate weapon; this gives a good sense of 'grip' which is often missing when the weapon comes separately. The officer has a choice of pistols, the most interesting of which is depicted on the box art, a Mauser C96 'Broomhandle' many of which were exported by Germany in the 1920s. This has a box magazine in front of the trigger, and the wooden stock, which also doubled as a case, can be seen slung at the officer's side. One of the guys is pitching forward, and could be jumping into a trench, but I suspect he's been hit. Two men are swathed in bandoliers of ammo, a classic image of the Soviet sailor.

I will probably substitute some of the heads with Hornet ones, and add to the base of the bell-bottomed trousers with putty as I feel they could be a little more voluminous, but these are just personal preferences. This is a super set and these guys are good to go, whether it be Sevastopol or the Tractor Factory. Highly recommended. This is Kit No. 3 in an Eastern Front Battle Series. **Kit No. 1 German Infantry Defence** *(ref. MB35102)* is already out and depicts some Landsers who have gone to ground behind and around an oil drum. A third five-figure set, **Kit No.2** which features the **two sides hand-to-hand** *(ref. MB35152)* is coming soon and will complete the trilogy. Going by the test shots, the latter is pretty violent, and the scenes of stabbing and strangulation may not be to everybody's taste! Masterbox kits are available from all good model shops and distributed in the UK by Pocketbond.

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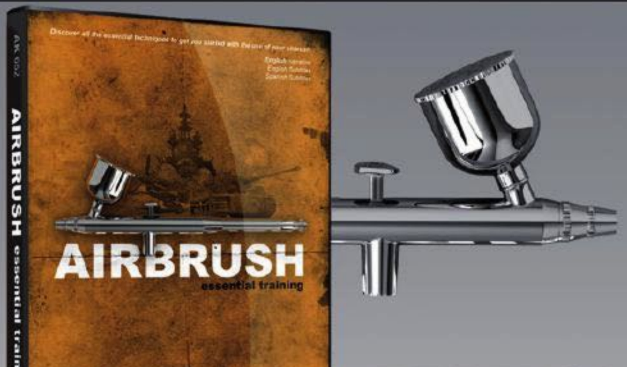
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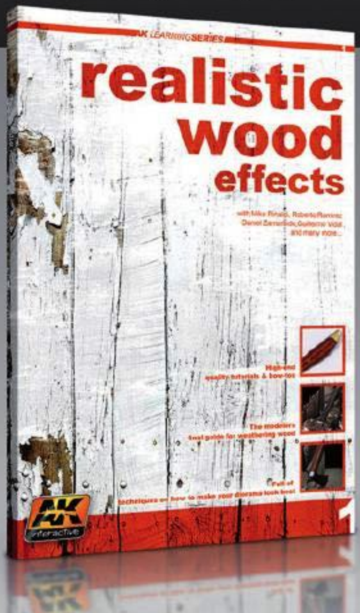
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News at the Front

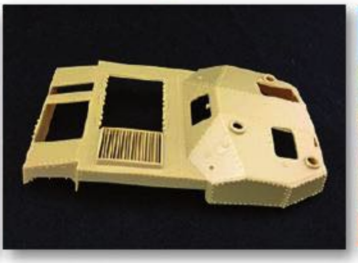
An in-depth look at some of the latest releases

Dragon Models Ltd

1/35

David Grummitt

Hungarian 44.M 'Zrinyi' I 75mm Assault Gun
CB35121
BRONCO
1/35 SCALE



Infantry Tank Mk.III "Valentine" Mk.IX
BRONCO
CB35144
1/35 SCALE

Bronco's Zrinyi II was a great kit, but their **Hungarian 44.M 'Zrinyi' I 75mm Assault Gun** *(ref. CB35121)* might be even better! The prototype was an attempt to mount the 7.5cm Pak40 on the Turan tank, but it was too lightly armoured so was discounted in favour of heavier German vehicles supplied to the Hungarian army. Despite this, it certainly makes for an attractive model. The kit is perhaps simpler than many of Bronco's recent efforts by virtue of not coming with a complete interior; only the driver's station and breech assembly are included. Assembly is still quite complex though, with a detailed suspension system and no fewer than 18 sprues of individual tracklinks. These each have three attachment points and will need care to remove, but with some care will be fully workable. The upper hull is a triumph of slide moulding, with beautiful rivet detail (although some more need to be added by shaving off those supplied on the sprues). The gun is very nicely detailed and the barrel supplied as a single moulding with a multi-part muzzle brake. Construction then proceeds by attaching the various small fittings to the outside of the hull. Overall, this is a great model of an esoteric yet attractive vehicle. If the lack of interior doesn't bother you, then this is highly recommended.

Infantry Tank Mk. III 'Valentine' Mk. IX *(ref. CB35144)* came as a bit of a surprise seeing that both MiniArt and AFV Club have already recently released Valentine kits. Bronco's new kit is a completely new tooling and contains over 500 parts, plus individual track links, a clear sprue for the periscopes and a large photoetched fret. Detail and accuracy are absolutely first rate on this one, with a beautifully slide-moulded upper and lower hull with exquisite rivet detail. The kit contains plenty of interior, including radiators that can be modeled in the raised position for engine access. There's also a full turret interior. The kit comes with side skirts and Bronco have thrown in a pair of 25-pdr ammunition boxes to act as stowage bins. Markings are provided for four vehicles: two unknown Red Army units, 50 RTR in North Africa in 1943, and Polish 2nd Armoured Brigade. This is another state-of-the-art kit from Bronco; is is better than the MiniArt or AFV Club offerings? It's certainly an improvement on the already very good MiniArt kit and is at least as good as AFV Club's efforts. It won't be an easy build (then Bronco kits seldom are) but your time and patience will be rewarded with a fantastc model. Our thanks to Bronco Models for the review samples, their kits are available from all good model shops.

Meng Model

1/35

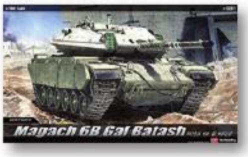
David Grummitt

MENG
RUSSIAN ARMORED HIGH-MOBILITY VEHICLE
GAZ-233014 STS
Tiger
1/35 SCALE

Another modern Russian subject from **Meng**, this time the **Russian Armoured High-Mobility Vehicle GAZ-233014 STS Tiger** *(ref. VS-003)*. This is another superb kit of an interesting subject, the Russian equivalent of the HUMVEE used by the US and their allies. The kit contains eight sprues of dark green plastic, a separate slide-moulded cab, chassis and chassis frame, a clear sprue with all the glazing, a small photoetched grill and five gorgeous rubber tyres. The instruction booklet is a beautifully produced, colour effort with very clear drawings. Construction begins with adding various parts to the wonderfully rigid chassis frame. Painting instructions are called out a long the way and this model will require a degree of planning, painting and weathering components as you progress through the build. At stage 14 of the assembly, the chassis, you get the first surprise: the interior is covered in some intricate camouflage decals! These come in no fewer than 24 pieces and carefully cut for a perfect fit. Other than that the build looks pretty straightforward, although time consuming. This is a superb kit, beautifully moulded and really underlining Meng's status as one of the foremost model manufacturers. Markings are provided for two vehicles: a tri-colour vehicle serving in the North Causcasus Military District and a vehicle seen in the Moscow Victory Day parade in 2011. Highly recommended, the kit is available in the UK through Creative Models (www.creativemodels.co.uk), who kindly supplied the review sample.

The Quartermaster's Store

A round up of the latest releases



Academy

Magach 6B Gal Batash

Scale: 1/35
Ref: 13281
SRP: £TBA

See www.academy.co.kr
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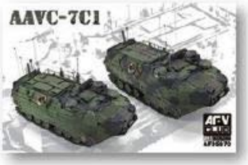

AFV Club

AAVC-7C1

Scale: 1/35
Ref: AF35S70
SRP: £TBA

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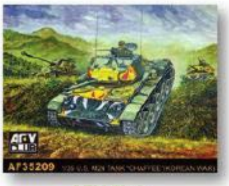

AFV Club

U.S. M24 Tank 'Chaffee' (Korean War)

Scale: 1/35
Ref: AF35209
SRP: £TBA

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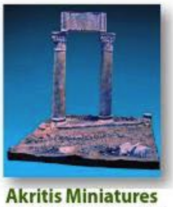
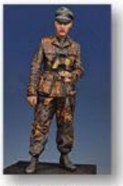


Akritis Miniatures

North African – Sicilian Roman – Greek Ruin

Scale: 1/35
Ref: AKM SC 007
SRP: €35.00

See www.akritisminiatures.gr

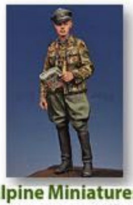


Alpine Miniatures

Kurt Meyer in Normandy (with optional heads)

Scale: 1/35
Ref: 35163
SRP: £TBA

See www.alpineminiatures.com



Alpine Miniatures

WSS Grenadier Officer (with optional heads)

Scale: 1/35
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SRP: £TBA

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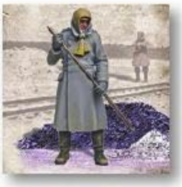
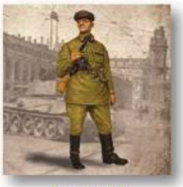


Armor35

German POW of WWII

Scale: 1/35
Ref: ARM35103
SRP: £TBA

See www.armor35.ru

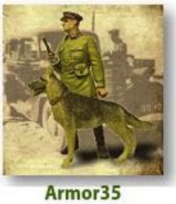


Armor35

Soviet Soldier of NKVD, WWII

Scale: 1/35
Ref: ARM35108
SRP: £TBA

See www.armor35.ru

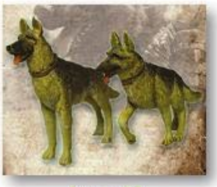


Armor35

Soviet Soldier of NKVD with a Dog, WWII

Scale: 1/35
Ref: ARM35109
SRP: £TBA

See www.armor35.ru

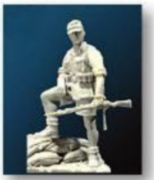


Armor35

Guard Dogs

Scale: 1/35
Ref: ARM35110
SRP: £TBA

See www.armor35.ru

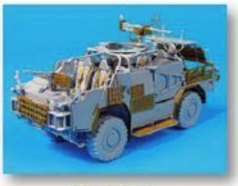


Aurea Domus Miniatures

German Afrika Corps

Scale: 1/35
Ref: GAC
SRP: €20.00

See www.aureadomusminiatures.com

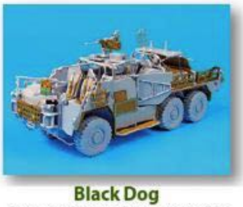


Black Dog

Supacat Jackal Accessories Set

Scale: 1/48
Ref: E48003
SRP: £TBA

See www.blackdog.cz



Black Dog

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Scale: 1/48
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SRP: £TBA

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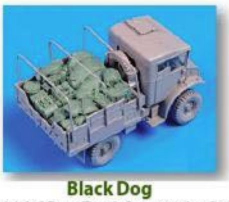

Black Dog

British 15cwt Truck Accessories Set

Scale: 1/35
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SRP: £TBA

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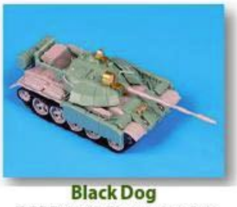

Black Dog

T-55 Enigma Conversion Set

Scale: 1/72
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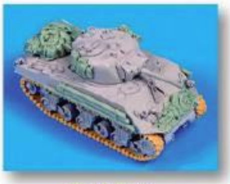
SRP: £TBA

See www.blackdog.cz



Black Dog

Sherman Accessories Set

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A round up of the latest releases

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Cromwell Hessian Tape Camo Set

Scale:	1/72
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SRP:	£TBA

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Israeli tank crew
1/72 cat n.: T72052
black dog

Black Dog

Israeli Tank Crew

Scale:	1/72
Ref:	T72052
SRP:	£TBA

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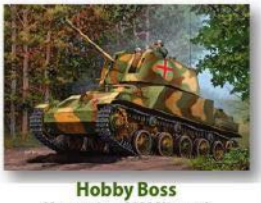

Hobby Boss

Hungarian 40M Nimrod Anti-Aircraft Gun

Scale:	1/35
Ref:	838291
SRP:	£TBA

See www.hobbyboss.com Available in the UK from Creative Models www.creativemodels.co.uk

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Scale:	1/24
Ref:	24012
SRP:	£30.15

See www.icm.com.ua

WWII German Road Police
ICM
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WWII German Road Police

Scale:	1/35
Ref:	35633
SRP:	£7.99

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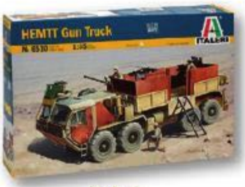
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Scale:	1/35
Ref:	6510
SRP:	£29.99

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LEOPARD 1 A3/A4
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Leopard 1 A3/A4

Scale:	1/35
Ref:	TS-007
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MiniArt

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North Star Models

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Scale:	1/43
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North Star Models

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Scale:	1/43
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SRP:	£TBA

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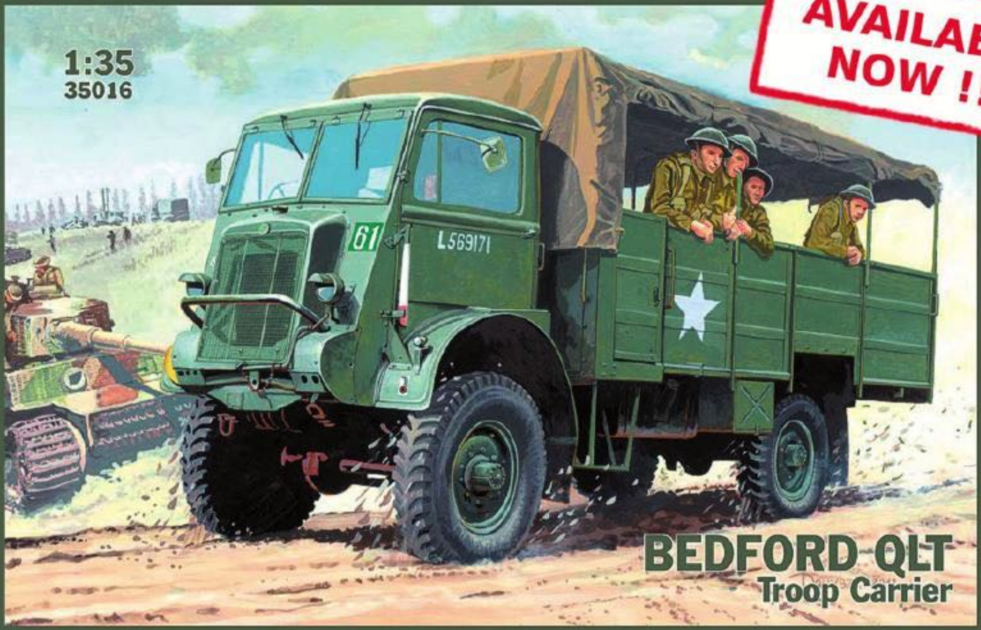
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Troop Carrier

Bedford QLT Troop Carrier **35016**

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MARMON-HERRINGTON Mk II
Middle East type

Marmon-Herrington Mk II Middle East **35022**

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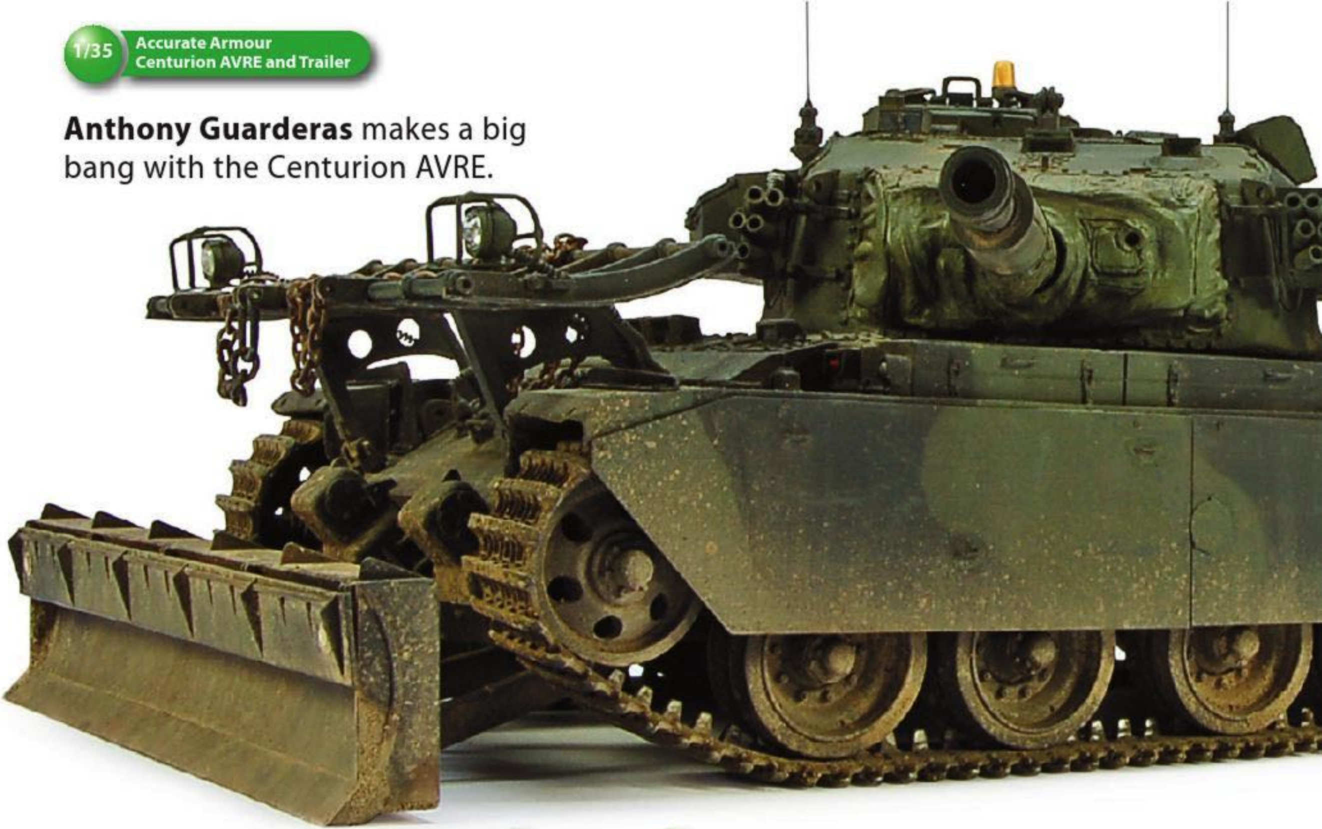
Anthony Guarderas makes a big bang with the Centurion AVRE.

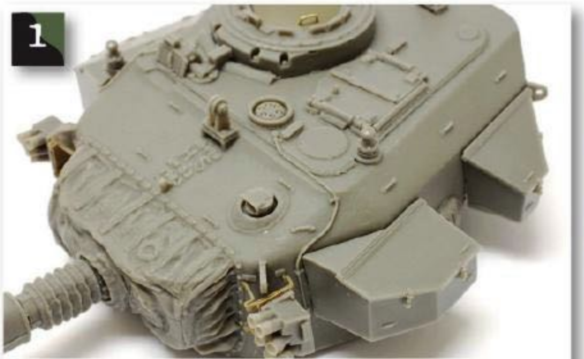


Demolition Man

There are not too many tanks that get my attention; as you may have noticed I build mostly trucks. Don't get me wrong, I love tracks too but it takes something special to get me to build one. Engineering and recovery take top place in my armour realm, but there are other modellers out there that truly shine when it comes to the tracked stuff so I've usually let them do their thing while I stick to my beloved trucks. The one tank that I have been putting off for years has finally risen up to me and forced me, so to speak, to have a go. The **Centurion Mk. 12 AVRE (Armoured Vehicle Royal Engineers) 165** is a specialised engineering vehicle that was used by the Royal Engineers for bridging obstacles, while the L9A1 165mm gun demolished anything that could possibly thwart the process of the armour advancing behind it.

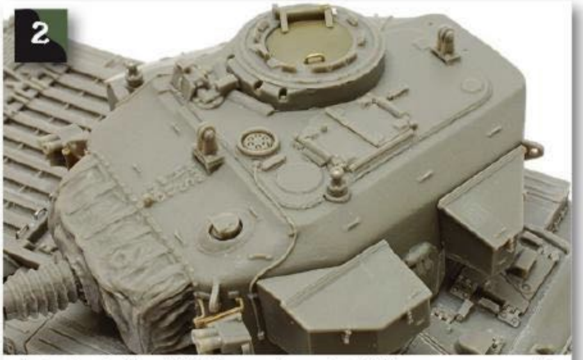
The Kit

The **Accurate Armour** kits have been around for a few years, and at one time were the only correct Centurions available, offering almost all the variants they pretty much put the Tamiya kit in the bin. Well, add a few years and now we have the **AFV Club** kit, and what a kit it is. But as with any new kit, it has its flaws as well. My only option for the AVRE was the AA offering, but what I decided to do was to combine the good with the better. Starting with the suspension, I binned the AA suspension and fitted all the wheel stations from my donor AFV Club Centurion. This was not based on the quality, but more on the workability of the suspension. Call it corny, but workable werks for me. This would be important if I chose to put the AVRE on a trailer. Next for the bin were the wheels from the AFV Club kit. I would have loved to have tried the Panzer Art wheels for the Centurion, but because of a breakdown in communications, that wasn't happening, so the AA wheels were modified to work with the AFV Club suspension. To make things simple, this is how it broke down: I used the AFV



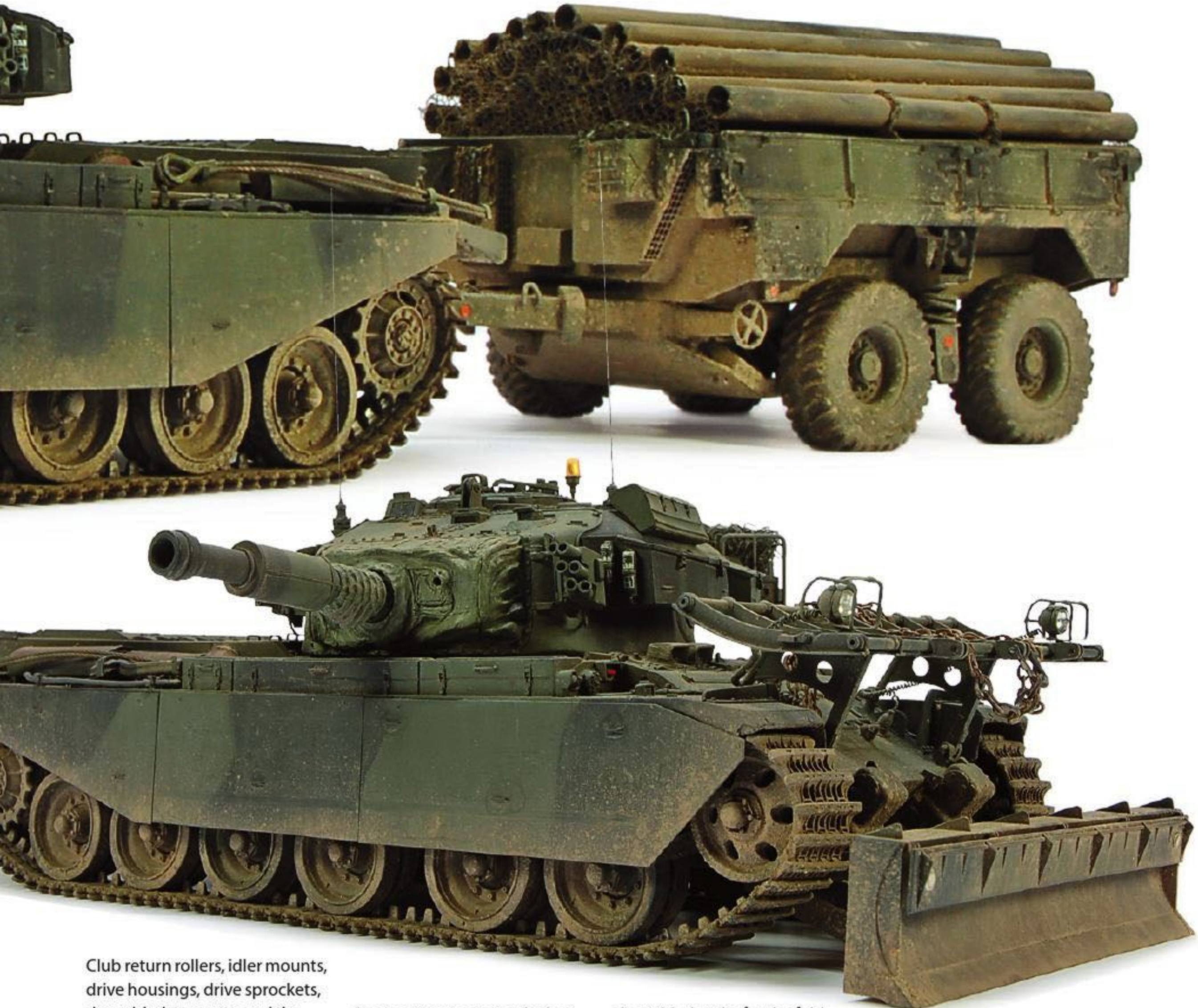
1

Top shot of a top-shelf turret. The cast texture and the canvas mantlet cover are superb, the underside for the turret ring not so much.

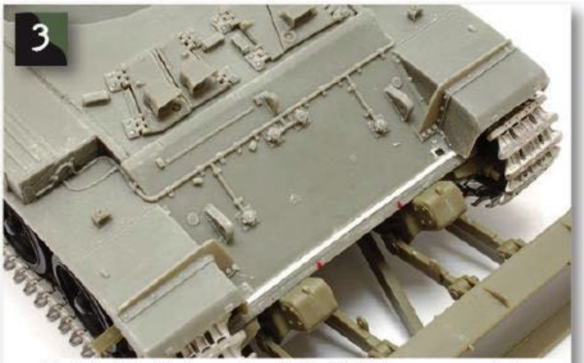


2

A mix and match of AA and AFV Club parts on the turret. Smoke discharger mounts, commander's hatch, and turret basket (not shown) made the difference to a pretty poor resin turret.

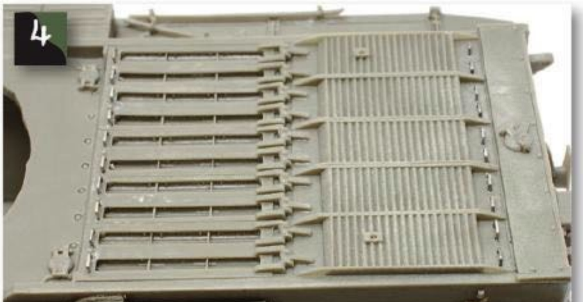


Club return rollers, idler mounts, drive housings, drive sprockets, dozer blade mounts, and the complete dozer blade setup. The reason I used the AFV Club dozer setup was not only that it was workable, which was a plus, but also because the AA dozer blade tabs for the fold-down flap were nowhere near mating tabs on the blade itself. This would have taken serious work to redo and line up.



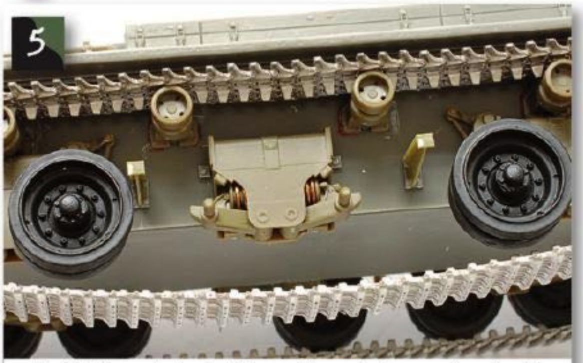
3

Plastic strip fills the join of upper to lower hull. The AFV Club dozer mounts save the day. AA have done a nice job on the conduits, though.



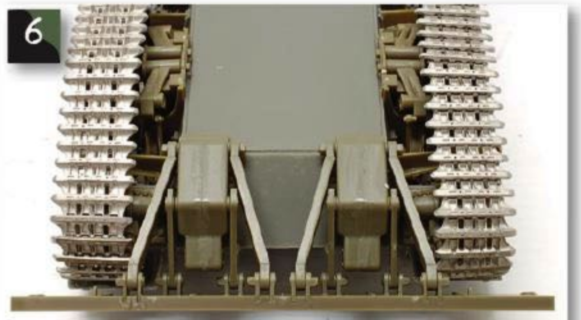
4

Track Wire for all those handles was a must, as I dislike seeing the brass colour through the errant paint scratches. The rear deck is also well represented.



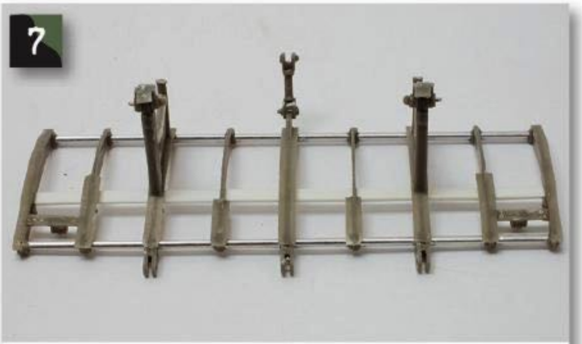
5

The AFV Club suspension housings laid out carefully as well as the return roller stations. AA wheels and side skirt supports were the only things used here from the resin kit.



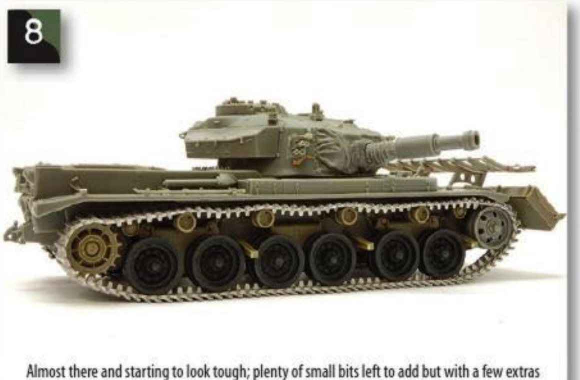
6

The entire AFV Club dozer set up in place, and it is workable! Idler mounts are also AFV Club but with the AA idler wheels. Tracks are Friuls, these are in my opinion the only way to track up a kit.



7

The fascine cradle assembled with the help from the AA supplied fixture.
Drilled and pinned mounts can be seen installed on the cradle arms.
Aluminum tube added rigidity to the whole assembly.



8

Almost there and starting to look tough; plenty of small bits left to add but with a few extras from the AFV Club kit it has taken the AA kit up a few notches in terms of detail.

I mated the AA lower hull and upper hull together and then went to work adding all the bits. I needed to fill a small gap at the front join of the hull, but this was no big deal. I did take a while to line up all the suspension housings to the hull for the proper wheel spacing. The same was true for the return rollers. I used the AA side skirt brackets, as these have the proper angle for the skirts. The front idler mount from the AFV Club kit went right on, with no problems, but I had to use the AA idler wheels, as these had the correct six-hole design rather than the spoked style that came with the donor kit. A set of Friul tracks, assembled with track wire, would finish off the running gear. The top of the hull received grab handles galore on the rear deck, and I bent these myself from spare Track Wire. All the hatches were glued shut, as I was not planning for any crew members. I moved around pretty smoothly, adding various fittings, vision blocks, and tools. I waited to put on the exhausted until after base colour was on, and a pre-rusting was done. This really didn't matter, as I still had to add the photoetched heat shields, which covered all the pre-rusting. The side stowage lockers received grab handles but I purposefully left off the padlocks, as these never end up staying on the model.

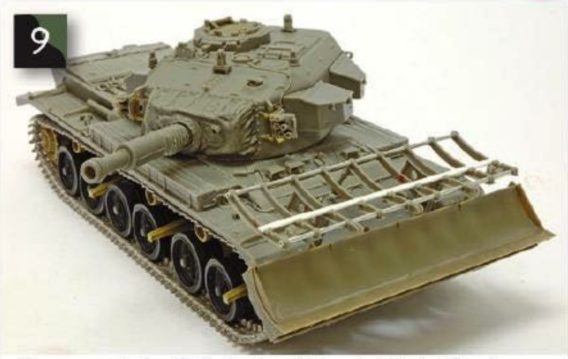
Fascinating (Just Fascinating)
The fascine cradle, which is the other defining piece on

the AVRE, is a model in itself. It is a true multimedia affair. The cradle spars are made of resin, and have an order in which to lay them out. AA supplies the fixture to hold them in place while you feed the cross tubes through. I opted to use aluminum tube instead of the plastic rod supplied in the kit. This added rigidity to the cradle if I chose to put the fascine on top. Plastic strip is added for the centre cross spar. The fixture worked like a charm, and everything lined up ruler straight. I then drilled and pinned the hinge mounts for the cradle so this could fold down if I wanted. This also made it easier to line up the mounts up to the front hull to glue them in place. The cradle stops were glued on once the hinges were in place and the cradle swung back into its resting position. The light fixtures were folded up and solder was coiled around a drill bit to mimic the curly wire, and the plug was added. I left these off the model until I decided their placement. If the fascine is in place, the light housings plug into the fender mount, and if the fascine is in the trailer, they are mounted on the cradle. All the rear bits and pieces are added now: tow pintle, tow cable rungs, registration plate, and tow shackles. This completed the lower hull.

Topsy Turmoil Turret

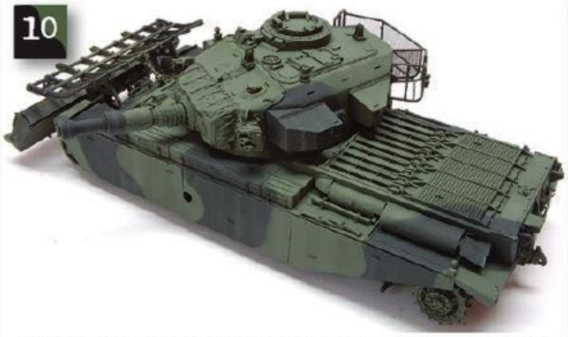
The star of this tank in my eyes is the 165mm demolition gun. This is what separates it from the regular gun tank. Granted, the AVRE was also equipped with the regular 105mm gun turret, but the 165mm just

9



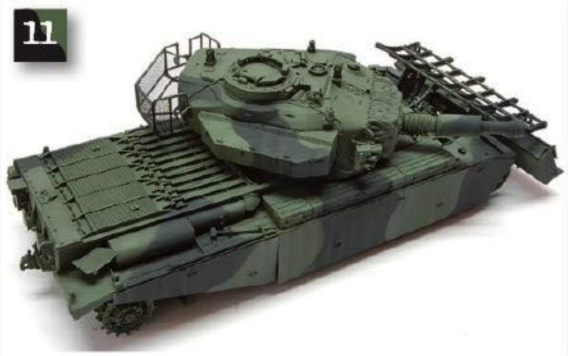
Here you can see the Dozer blade in place along with the cradle. Add in that 165mm demo gun and you have the goods that makes AVRE so much cooler than a standard Centurion gun tank.

10



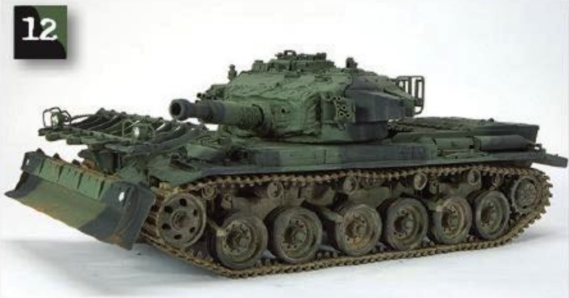
The Tamiya mixture of XF-81, 65 and 74 is in my eyes spot on, and add in the Nato Black bands and it really starts to pop. The trick is a subtle build up of colour by streaking. It can barely be seen but it is there. Putting the tank in direct sunlight confirmed the colour was spot on.

11



This shot shows the fading and streaking to better effect. Granted some of this will disappear under the weathering and dusting but it is still apparent from certain angles and in certain light.

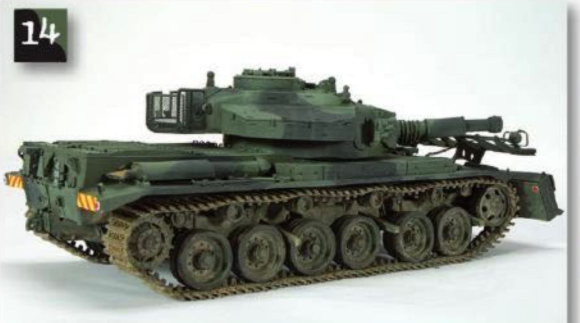
12



Here are the tracks and wheels with the first stage of weathering with pigments and oils. No enamels were used here. Once the skirts were put on, I would start the full-on treatment of weathering the upper surfaces. I applied some light sponge work with the LifeColor rust set on the dozer blade.

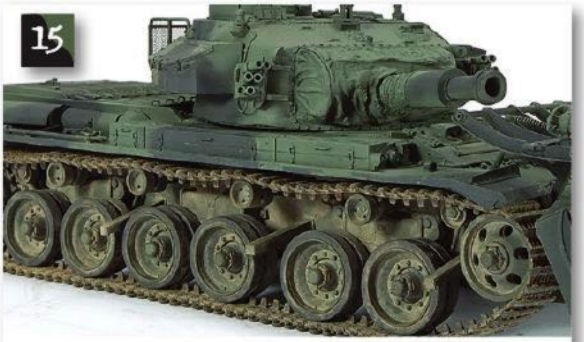
screams 'Destruction'. The AA turret is a beauty on the top: cast texture is top shelf; canvas mantlet cover – superb; saggy bellows for the gun – killer; even the side bins were rocking.

14



The decals are applied along with some reflectors and the AVRE is almost ready for the skirts. The warning bands are not included in the kit decals but really should be. I was almost tempted to leave off the skirts but I came to my senses and put them on.

15

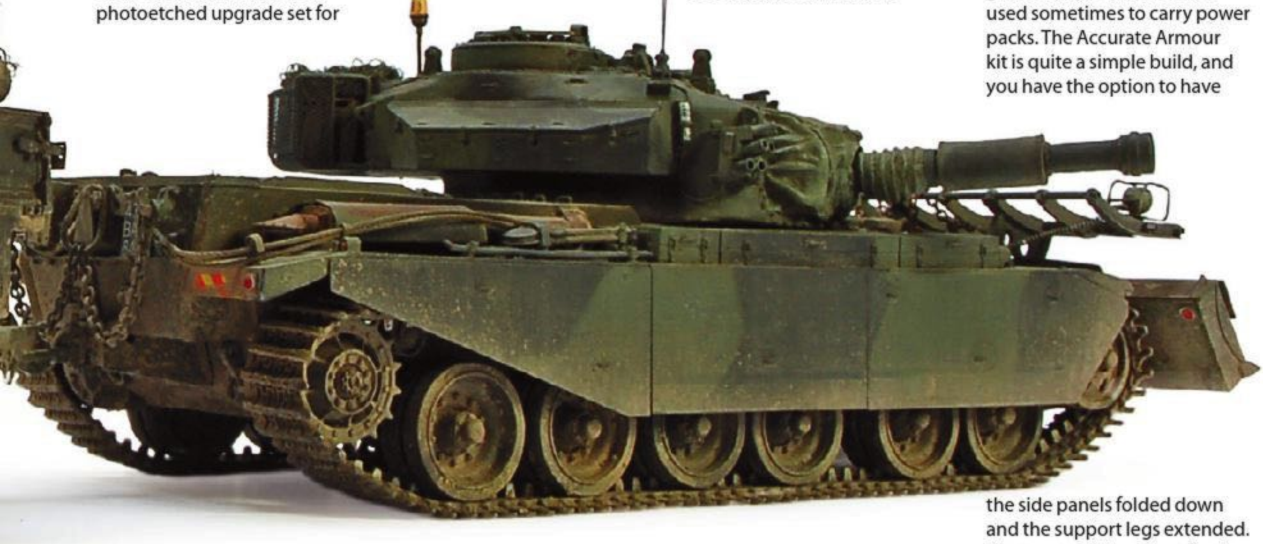


Here you can see the subtle weathering achieved on the lower hull with MIG Productions pigments. Taking it easy with the weathering on these vehicles, usually well maintained and housed in barracks, was the name of the game.

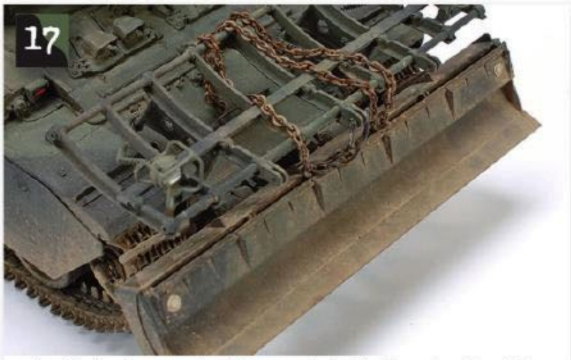
The parts I wasn't feeling the love for, you ask: the turret basket and the turret ring, and its fit, not only the turret itself, but to the opening of the hull. Grrrrrrrrr. Not even close in either respect. I replaced the turret basket with the AFV Club version and with their photoetched upgrade set for the bin mesh. For the turret ring, I cut and fitted the AFV Club ring to the underside of the AA turret. This took some time, but the fit was right what it should have been from the beginning. I also mixed AA with AFV Club for the smoke dischargers: AFV Club brackets to AA dischargers. All the remaining detail bits were added and I could put it on the paint pile.

Fascinating Trailer: AVRE High Mobility Trailer

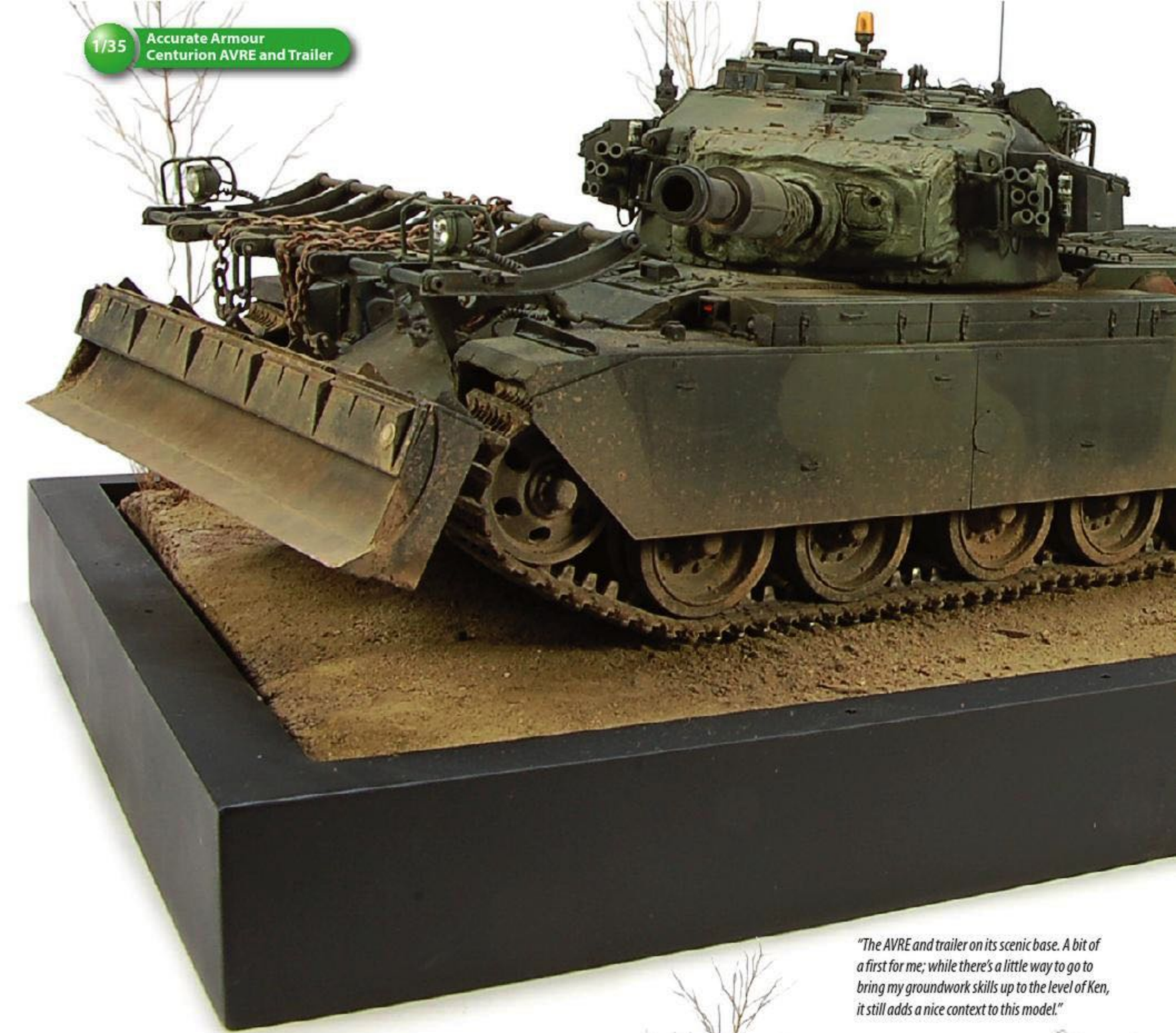
The fascine trailer that accompanies the AVRE is manufactured by Reynolds and is rated at 8.25 tonne payload capacity. It can carry one fascine, two class 70 trackways, a BEMA (Bulldozer Earth Moving Attachment), one mine plough, eight bar mine pallets, or simply a 8.25 tonnes general payload. It was also used sometimes to carry power packs. The Accurate Armour kit is quite a simple build, and you have the option to have the side panels folded down and the support legs extended. The tyre tread is correct for the early to mid deployment, but would have to be corrected for later deployment (Operation



The AVRE with Fascine trailer is almost complete. I weathered the tyres and wheels of the Antar/trailer, Chieftain, AVRE and trailer together as a starting point, because they were all based in the same theatre.

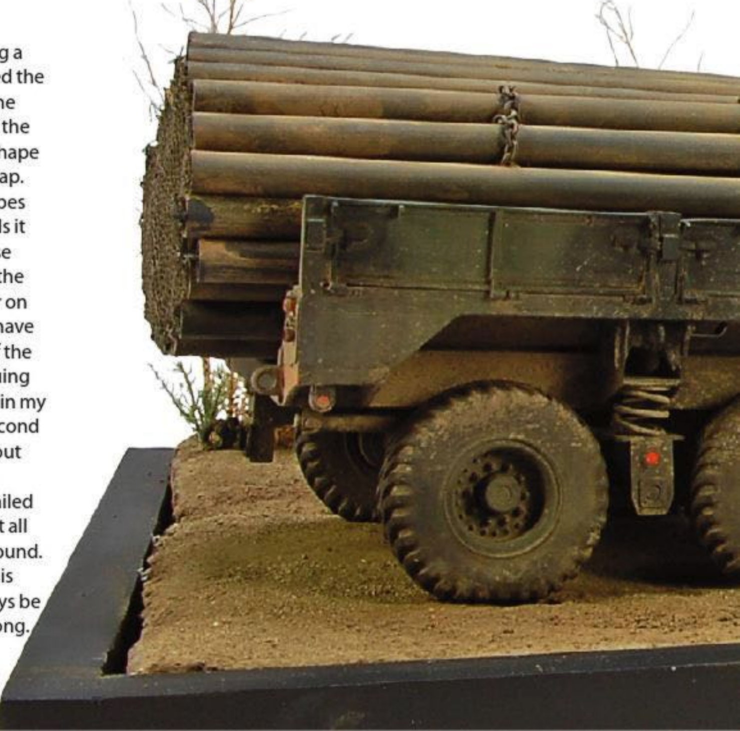


A combination of sponge work and pigments resulted in this nicely weathered dozer blade. Note the rusted chains and the coiled flex to the headlights.



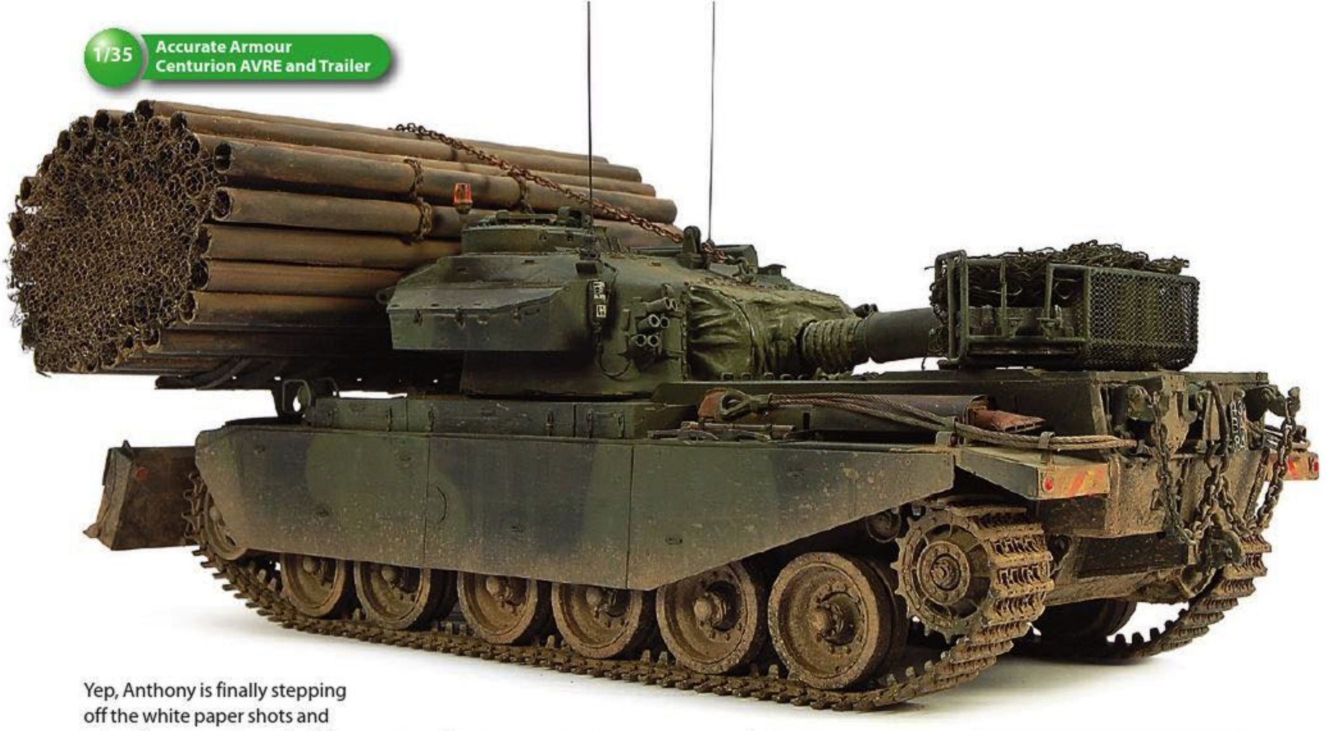
"The AVRE and trailer on its scenic base. A bit of a first for me; while there's a little way to go to bring my groundwork skills up to the level of Ken, it still adds a nice context to this model."

Granby). The kit comes with a nice photoetched fret that comprises all the handles of the side panels, front stowage bins, and all the reflectors. I decided to replace the moulded spring packs with real springs, as the kit-supplied ones were a bit soft on detail. I also shaved off all the lights and replaced them with clear resin ones from AA that were extras from other builds. The trailer in this article was built a few years ago, and that is why there are not any in-progress or unpainted shots. To depict the Pearson-produced fascine, I bought long strips of quarter inch (6.33mm) aluminum tube, and cut them to 14cm lengths. Seventy-five was the magic number for the pipes. All the pieces were sprayed flat black before I tied them together. I added the lifting chain to two pairs of pipe, and using a special stainless mesh, I tied the circumference of the fascine together. The mesh allows the fascine to confirm to any shape it needs to take to fill the gap. I did not glue any of the pipes together, as the mesh holds it in its shape. Thus, if I choose later to put the fascine on the front cradle of the AVRE, or on a pallet of a DROPS, it will have the realistic appearance of the shape it needs to have. Gluing the tubes didn't look right in my eyes when I tried it on a second fascine I had constructed out of shrink tubing (similar to straws). This version also failed the appearance test, as not all the tubes were perfectly round. The Maxi-Pipe that is used is made of PVC and will always be round in shape, never oblong.



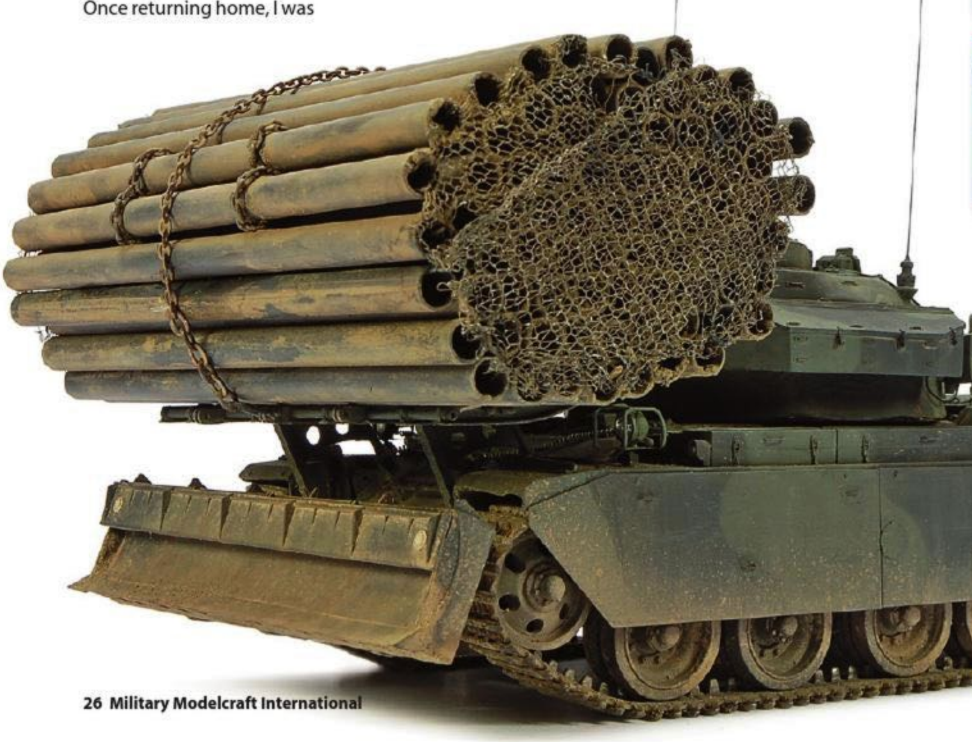
The fascine was set aside to be finished painted with the AVRE.

Demo Prime
Priming was done at the same time as the Antar rig and Chieftian, using the same Luftwaffe Dark Green. Similarly, the base colour was also the same as the other vehicles in my batch. I lightened the mix for the fading and streaking of the green for the AVRE to suggest a more weathered-out green. Even though the paint for all the vehicles was based on the same mix, the variation in application kept things looking real rather than cookie-cutter. The black camouflage bands were Tamiya Nato Black for both the Chieftain and the AVRE. The patterns were shot through a paper stencil held up to the model. The side skirts were glued to square plastic tube in the order they would be placed on the hull. I then was able to spray the black camouflage in the relation to the top hull. Once the camouflage was applied, I went back over it with my lightest green mix and randomly streaked over it. I did this to both tanks to tie in the green and black. For chipping, I used Vallejo Modelcolor 897 Bronze Green, applied with a sponge to almost every area that would show heavy wear. The weathering for both models was done at the same time as well, but the difference was both tanks received more terra firma-coloured pigments rather than the greyish dusting of the Antar and trailer. For the AVRE I used a touch more MIG Productions' Europe Dust and Dark Mud to show a beat-up and filthier vehicle. The final weathering would be applied after my base was done... wait!! What? Anthony doing a base?!?



Yep, Anthony is finally stepping off the white paper shots and going for a proper base for this model. I took a short hop back east to comrade at arms here in this issue, Ken Abrams. I have admired Ken's groundwork for some time seeing in the pages of Military Modelcraft International and at some of the national shows over here in the US. The AVRE really needed a base to take it off the paper, and within about two hours, the groundwork was rocked out. The only issue was that the AVRE was back home in California, so no track imprints were possible in the plaster. Once returning home, I was able to finish the weathering on the tank and trailer and match it with the base. The final touch was some foliage from Armor Farm. I know I have some things to learn in regards to groundwork, and the dreaded figure painting, but I am happy the way this project has come out. Better yet, to be able to step into the ring with Ken Abrams and Chris Jerrett and have a go as something as cool as the BAOR has been a top experience. Not only do we share the same passion for building, painting, and weathering, but they are actually not bad guys to drink with and start fights in bars. Only kidding . . . I am also thankful for David's faith in the three of us and for seeing it through to the end. Our styles are different, that is true, but our passion for the hobby is indisputable. I hope you enjoy the eclectic mix of iconic vehicles that we have brought to these pages as much as we have enjoyed building them.

Availability:
Accurate Armour 1/35 Centurion AVRE Mk-5 *(ref. KO75)* and **AVRE Stores/ Fascine Trailer** *(ref. KO96)* are available from Accurate Armour www.accurate-armour.com



QUAD BIKES

New Tooling

A14101 Scale 1:48

AIRFIX
1:48 AGUSTAWESTLAND MERLIN HC3

AIRFIX
OPERATION HERRICK AFGHANISTAN
4 MULTI-PART FIGURES
2 QUAD BIKES & TRAILERS
1:48 BRITISH FORCES QUAD BIKES & CREW

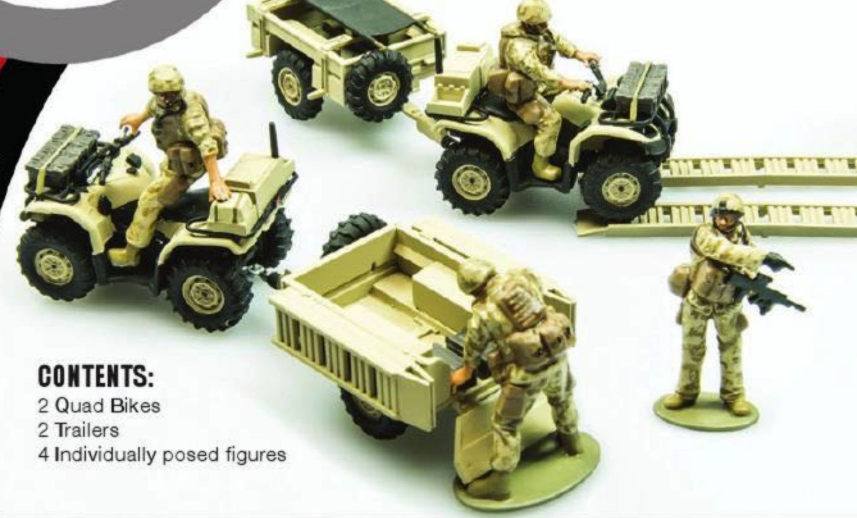
A14101 Scale 1:48
AgustaWestland Merlin HC3

The AgustaWestland Merlin HC3 is the RAF version of the AW101 medium-lift helicopter, which was developed as a joint venture between Westland Helicopters in the UK and Agusta in Italy. Powered by three 2,312shp RTM322-01 turboshaft engines, the Merlin HC3 can lift a payload of up to 5,433kg, including 24 troops or a variety of vehicles, equipment and quad bikes.

A04701 Scale 1:48
British Quad Bikes and Crew

Delivering vital combat supplies to troops on the ground, quad bikes and trailers are providing sterling service on frontline operations. This latest batch of Afghanistan-bound ATVs and trailers will deliver food, water and ammunition to the front line, in difficult to access areas or where larger vehicles are not suitable, effectively running alongside those who are on dismounted operations.

A04701 Scale 1:48



CONTENTS:
- 2 Quad Bikes
- 2 Trailers
- 4 Individually posed figures

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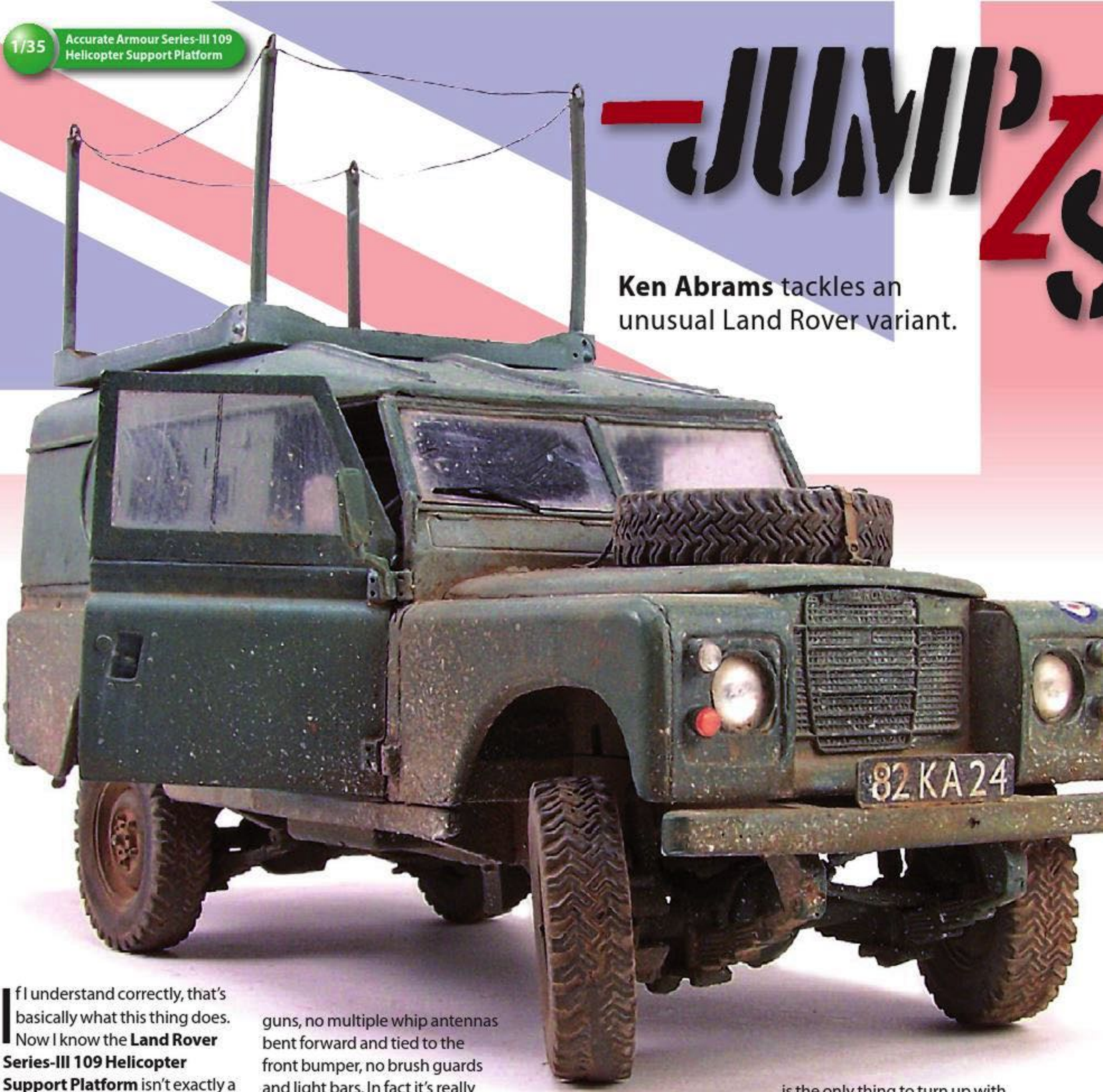
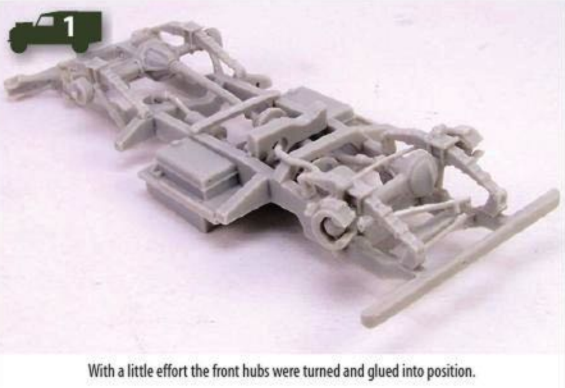


Ken Abrams tackles an unusual Land Rover variant.

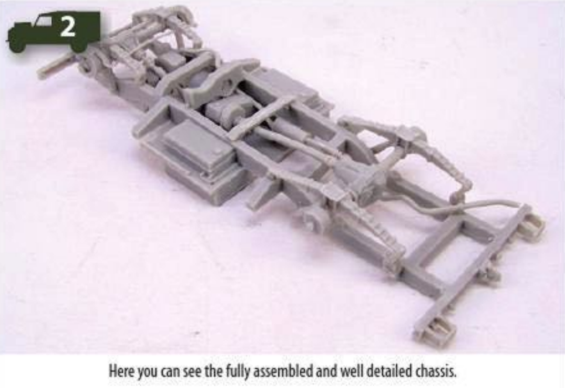
If I understand correctly, that's basically what this thing does. Now I know the **Land Rover Series-III 109 Helicopter Support Platform** isn't exactly a glamorous vehicle, but jump-starting a helicopter is pretty ballsy. I mean I get it: there's no chopped down roof with roll cages and mounted machine guns, no multiple whip antennas bent forward and tied to the front bumper, no brush guards and light bars. In fact it's really plain, a bit boxy and even with the odd platform on its roof it's pretty boring to look at. There may have been much 'cooler' Land Rover models to cover for this issue, but they've all been done before. I really don't recall ever seeing this model built and painted before aside from the **Accurate Armour** box art (which is the only thing to turn up with a simple Internet search). With very little for me to find in terms of previous builds and its rather elusive absence from much of the reference material I searched

1



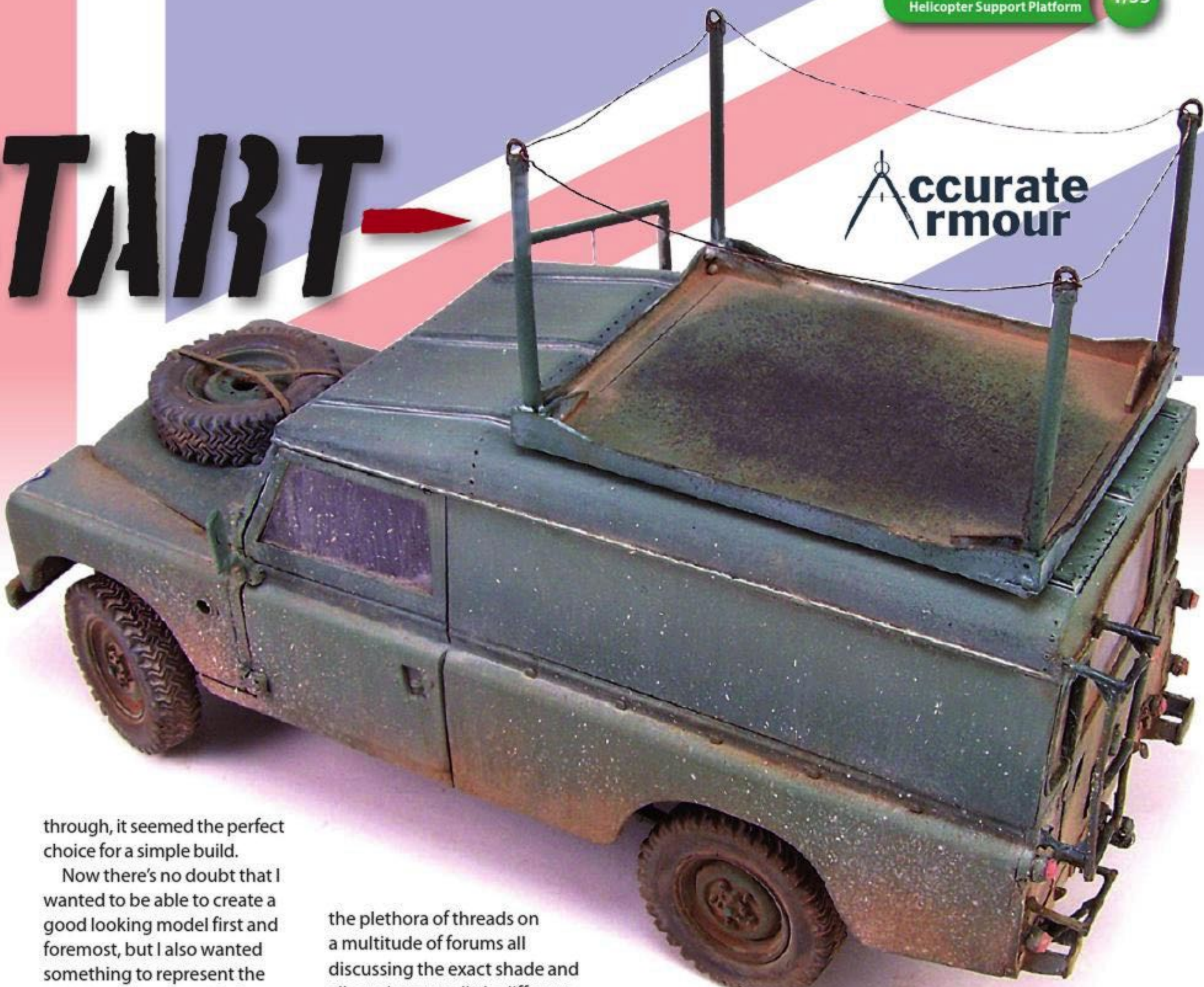
With a little effort the front hubs were turned and glued into position.

2



Here you can see the fully assembled and well detailed chassis.

START-



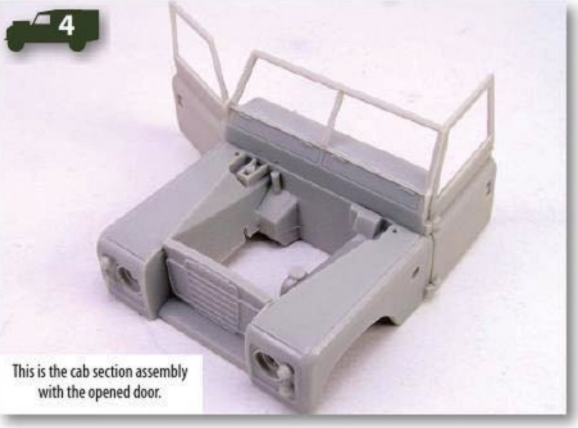
through, it seemed the perfect choice for a simple build.

Now there's no doubt that I wanted to be able to create a good looking model first and foremost, but I also wanted something to represent the vehicle well, true-to-life for the most part and not too 'artistic'. Having initially thought this would be a simple task (particularly given the wealth of information we now have on most aspects of our hobby), I had clearly underestimated just how many shades of the same colour there could be found, how many different opinions existed and of course the plethora of threads on a multitude of forums all discussing the exact shade and all coming out a little different in the end when you looked at their final photos. I found myself chasing my tail in circles as I put a great deal of energy and time into researching such trivial (to me) specifics while the kit sat idle in its box on the shelf. Normally 'rivet counting' isn't much of a concern of mine as I build random subjects for fun. More often than not my artistic side has much more to do with the outcome of my work than exacting research, much to the chagrin of some of my more stringent peers, but I have never let that bother me before. I actually found that in the end I did the same thing I normally do; I read a few threads, looked at a few photos and just tried to be as close to the facts as possible without banging my head against the wall trying to please everyone else. Finishing this model was paramount, and it's the one thing that is usually not very synonymous with the overly pedantic pursuit of perfection. Now say that five times fast.

3

The rear body and roof were dry fitted to check that everything was square.

4

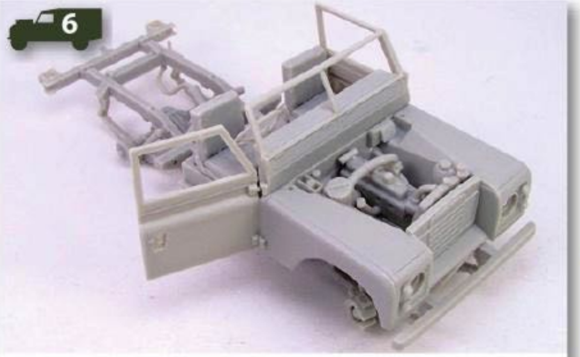


This is the cab section assembly with the opened door.

5

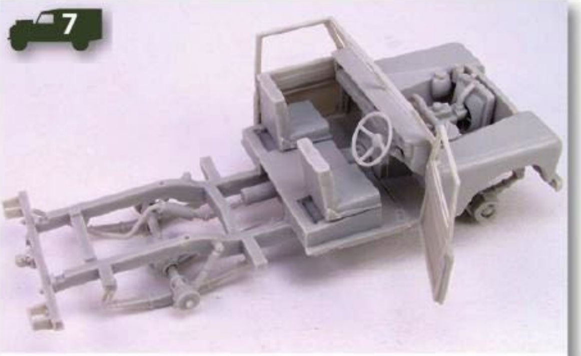
The small but well-detailed engine allows the bonnet to opened if you wish.

6



Test fitting the cab and engine to the chassis was important to make sure even went smoothly.

7



Similarly, I dry fitted the seats in the front cab.

Rockin' the Resin

Currently the only one available, the Accurate Armour kit comprises several resin components (including a pre-assembled chassis, engine and suspension parts), accompanied by photoetched details and a selection of appropriate decals. Typically, construction began with the chassis and suspension. While this was fairly straightforward, I took the trouble to dry-fit most of the sub-assemblies prior to applying any glue; particularly important given the number of very small and fragile components. I did find some warped parts around the body section (not unusual with resin kits). Fortunately, thanks to the material's 'memory', these quickly returned to their original shape with a little

8

With the application of a little heat the slightly warped cab sat square to the chassis.

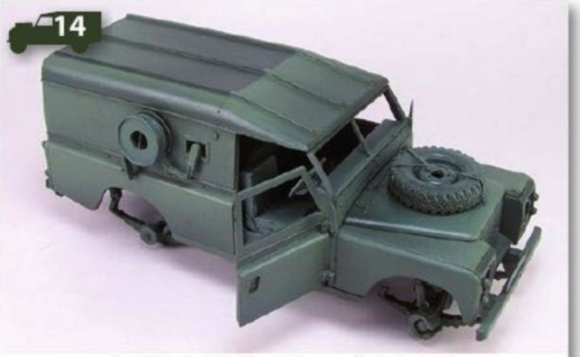
9

The electrical cable, reel and plug were glued into place on the rear body.

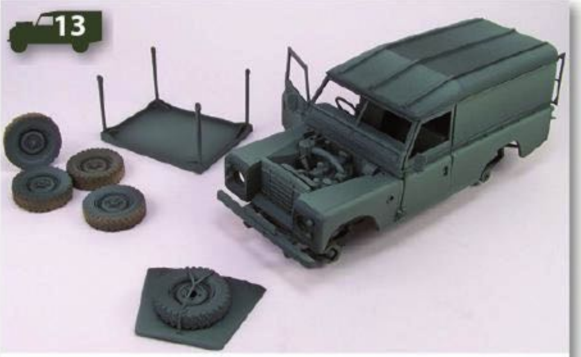
heat applied. You can do this by immersing them in hot (not boiling water) or heating the parts with a hair dryer. The worst offenders were the side panels, probably due to them being so thin, and without any supporting ribs. As for the roof section, this proved to be quite difficult to fit. Again, a combination of heat, patience and some carefully applied glue solved the problem. Attaching the rear door and side windows was also quite troublesome, the main problem being to ensure that these were correctly aligned.

Despite these 'minor headaches', assembly was without any serious issues; a few breakages, but nothing that couldn't be easily repaired. However, one notable problem was how to fit the bonnet with the engine in place. Having dry-fitted these parts several times, I found it impossible without modifying the upper engine details. Not sure whether this was my error a problem with the kit, I didn't spend too much time worrying about it; the bonnet would be permanently fixed in the closed position, so it was just a case of removing the radiator cap, and sanding some of the upper parts to allow sufficient clearance.

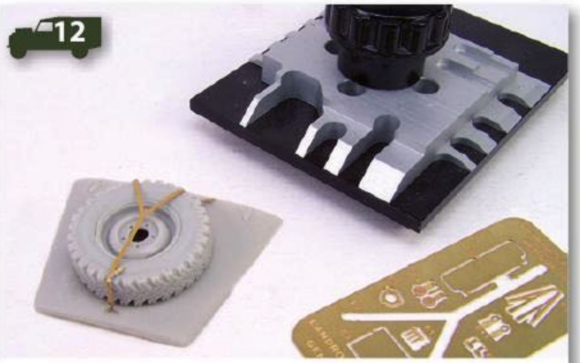
The roof-mounted platform was very easy to assemble, being nothing more than a flat base with four poles and a length of guard wire. To make life simple during the painting stage, I constructed this, but left it off the model until later. Similarly, the cable reel was straightforward, but the joining of the plug end was a rather rough, and needed some putty and re-scribing to get



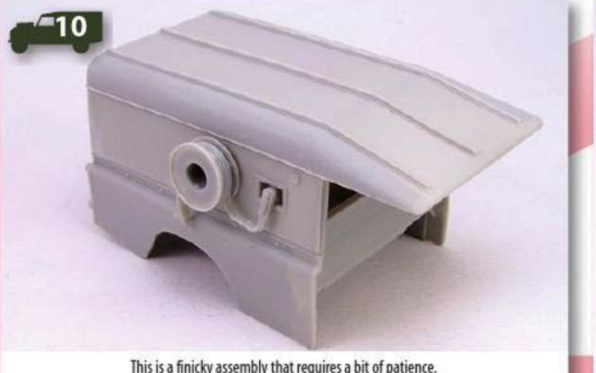
I applied Badger Model Flex satin in preparation for the decals.



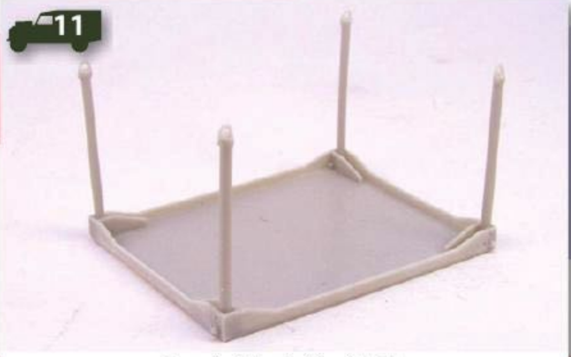
This is the effect of the initial colour application with a little colour modulation effect.



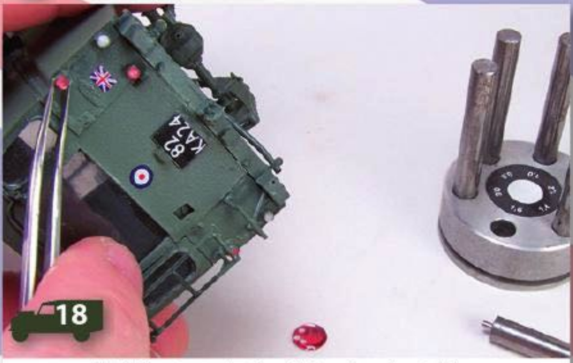
The photoetch tyre strap and its attachment loops are easy work.



This is a finicky assembly that requires a bit of patience.



The service platform itself is a quick build.



The UMM punch set makes the smaller lenses from coloured stickers.

A small amount of sponge chipping was applied to the platform surface to show heavy traffic.

The kit comes with clear resin headlights but I chose to use craft store stickers.

the two leads to match up.

Photoetched parts in this particular kit are minimal, representing a few details such as the spare-tyre retaining strap, reflectors and windscreen wipers. Once removed from the fret, these required no bending, so were cleaned up and attached as per the instructions. With all of the major assemblies complete, it was time to add some paint.

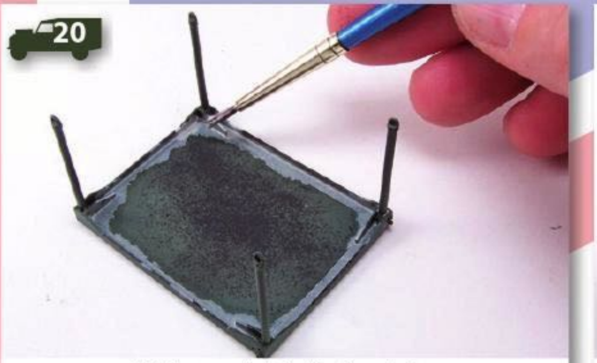
Going Deep

Having discussed the vehicle with a fellow modeller and BAOR veteran, I decided that the obvious colour scheme would be British Deep Bronze Green. Simple, you may think, not so; a check on the Internet revealed more shades of this colour than I ever imagined. These ranged from a glossy, almost British Racing Green to a close match to German Field Grey; the number of shades was vast. Even narrowing down my search to a specific period

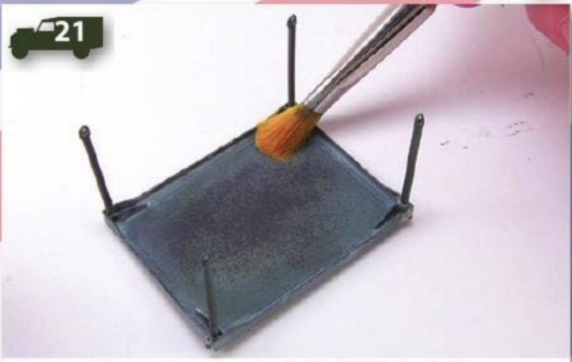
16
82 KA 24
MICRO SOL

The decals are set tight with Micro Sol.

The satin coat makes the base colour darker and softens the effect of the colour modulation



Initial dust was applied using thinned enamel paints.

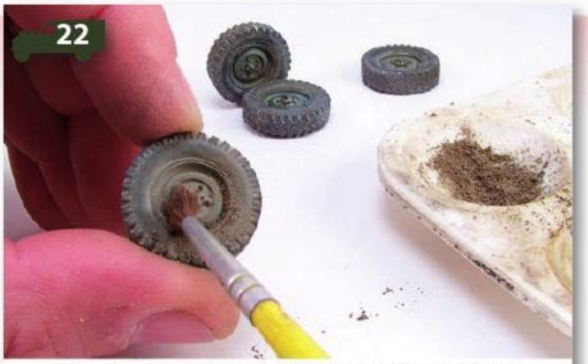


These enamels were then softened and blended with mineral spirits.

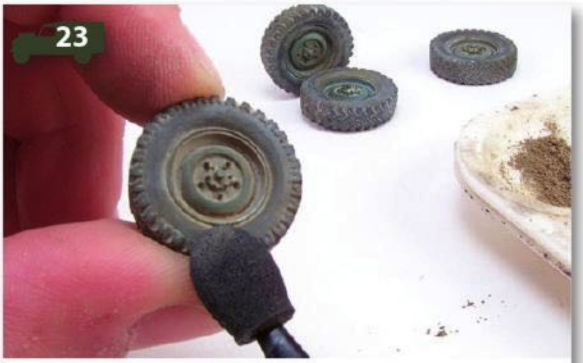
threw up lots of possibilities. So, without becoming paranoid about this, I checked various paint shades (Humbrol, Vallejo and Xtracrylix), and found them to be very similar, or at least in my eyes.

While I rarely airbrush enamels these days, deciding to use the Humbrol colour convinced me that this method was probably the best option.. With the initial coat applied, I followed this with a lightened version to create a colour modulation, focusing on areas around panel lines and where the bodyline changes plane. Normally I may explain that these contrasting shades were done to add interest to the finish but this seems to be too cliché as of late, so I'll work on coming up with something more exciting to claim as the reason for my methods from now on. Since most of my weathering would be done using enamels, I had to remember to seal the paint once fully cured with an acrylic-based varnish, to protect the paint from being attacked later. Once fully cured, I made a start on the detail painting. Using various colours from LifeColor's 'Black – Rubber Shades & Co', I painted the tyres. By diluting the paint to an almost-wash consistency, this allowed it to flow freely towards the wheel rim. Also, varying the shade on each tyre created a more realistic appearance. I now painted the dashboard, steering wheel, seats and driver controls, before fixing the roof in place.

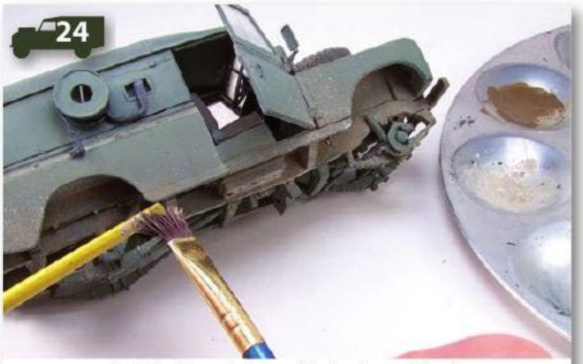
A task I really do not enjoy is fitting windows; this Land Rover had no less than seven! Despite having carefully cut each transparency with a brand new blade, they all needed to be trimmed to perfectly fit the window-frame ledge. Aware that using CA glue to attach transparent parts can be disastrous (the vapour has a tendency to 'fog' the surface), I opted for PVA glue.



Pigments were applied dry to the tyres after the enamel paint had thoroughly dried.



The excess pigments were then removed using a make-up applicator sponge.



Tiny flecks of enamel paint were flicked on using a paint brush.

Any seepage could be easily removed with water. Also, unlike superglue, this has a slow drying-time, allowing for any necessary adjustment of the part. I found the three rear windows to be the most difficult. Because of their curved shape, they were awkward to cut with a knife, and required some careful re-working with a needle file to smooth out the edges.

Nothing Comes Easy
As if the problem of finding the exact colour wasn't enough, the markings were no simpler for me. Though I trusted the instructions (I even double-checked with the kit's manufacturer), my research came up with many variables on the location of these. With nothing to confirm where they would have been positioned on this particular version, even period images of similar vehicles showed many variations. True, many of the subjects modelled today are widely referenced, allowing us to be quite specific on markings (types, letter fonts, colours, location etc.). On this occasion, I settled for what the instruction sheet suggested. I was really pleased with the way the decals behaved, and with the help of some Walthers Solvaset, they conformed perfectly. After 24-hours drying time, the model was treated to a coat of satin varnish, in preparation for the weathering.

What's the Weather Like?
Given its role, this vehicle would probably show less evidence of weathering than my model of the Fox armoured car. Apart from signs of general wear and tear (mainly to the access ladder and platform), this would be limited to a few dirt splashes from puddles, and dust kicked up from the helicopter's rotor blades. As always, I began with a series of filters to soften the previous colour modulation. For the dirt effects, I simply used light dust and earth colours; a combination of enamels and oils, applied sparingly to horizontal surfaces. To create texture in certain areas, I introduced some pigment, being careful to blend this into surrounding parts. Heavy streaking and similar 'extended weathering' effects would certainly not be appropriate, as these vehicles were generally well maintained. However, the wheel wells and lowest-most points of the vehicle received a light treatment of pigment, as did the driver's floor area and the corners of the service platform. A couple of fallen leaves, together with a magazine on the seat provided further visual interest. A final touch was to give a light dusting to the windows, and the model was complete.

All Said and Done
Another model for my display shelf, and a new topic of interest. In fact, I have several other BAOR subjects waiting to be tackled. While this particular theme is one I know very little about, I have learnt a great deal from fellow modellers and even a couple of veterans. With at least three models from the Cold War-era still in their boxes, I can see a lot more research going into this period.

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Accurate Armour 1/35 Series-III 109 Helicopter Support Platform *(ref. LR014)* is available from Accurate Armour www.accurate-armour.com

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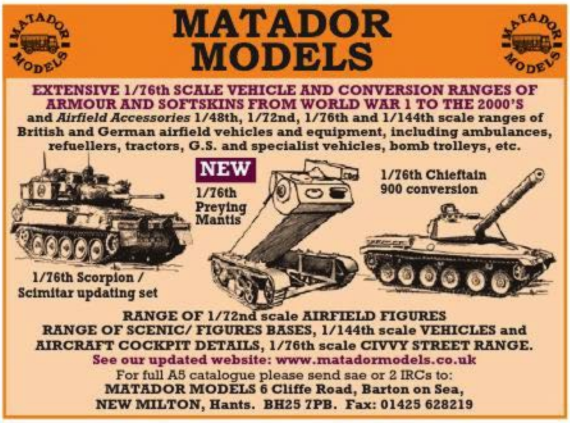
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CHIEFTAIN SCHLEPP

Anthony Guarderas gets his hands on one of his dream rigs.

"And verily you have occupied in my heart the place of the honoured loved one, so do not think otherwise than this, that you are my beloved".
Antara ibn Shabbad, Poem of Antar

As all you know I ***love*** big ugly trucks. It started when I was a wee little lad and the love has never left me. There are a few that I always wanted to build and you've had the opportunity to share some of those builds with me here in MMI. Some of you share that same warm feeling in your gut, but whether the plastic gods will look down and reward us with a morsel... well, sometimes we're left high and dry. However, the Dark Lord of Resin heeds our wishes for the unobtainium, but at a price. When a certain rig is announced, you can hear the rumblings on the Internet: "How much?", "Which variant?", "How do I hide it from the missus?" and so on. **Accurate Armour** has continually stepped up and dropped huge plates of meat and potatoes for us truckavores regardless of what the market wants. Now behold two big boxes of Cold War diesel spewing, tank carrying resin bliss: the **Thornycroft Mighty Antar Mk. 3 fifth-wheel tractor** and the **Sankey 60 ton semi-trailer.**

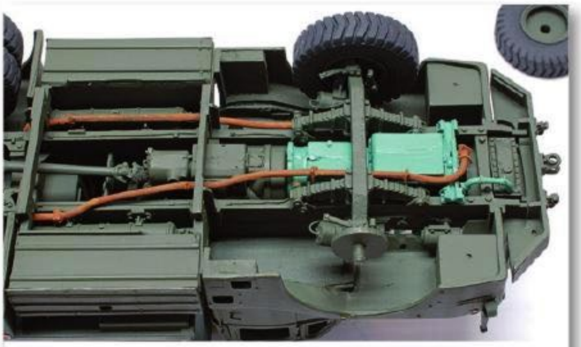
The Antar was the first all-English post-War truck devoted to transporting medium and heavy tanks. Developed in 1949, the Thornycroft Mighty Antar

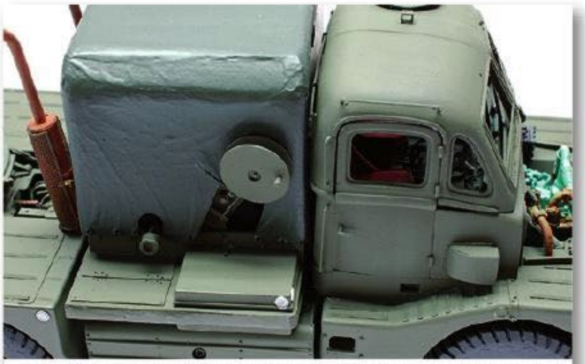
The Rolls-Royce 16-litre C8SFL 8 cylinder turbocharged die
but the drag is that the motor has to be painted
and installed from the bottom of the frame with

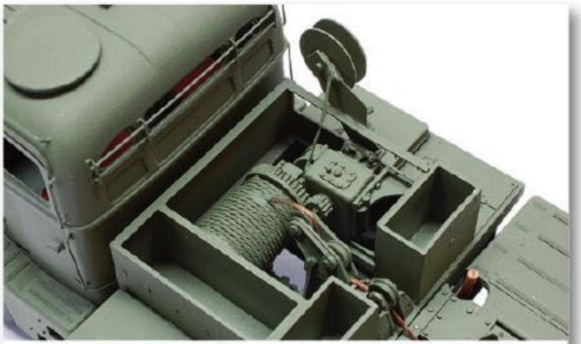
PER

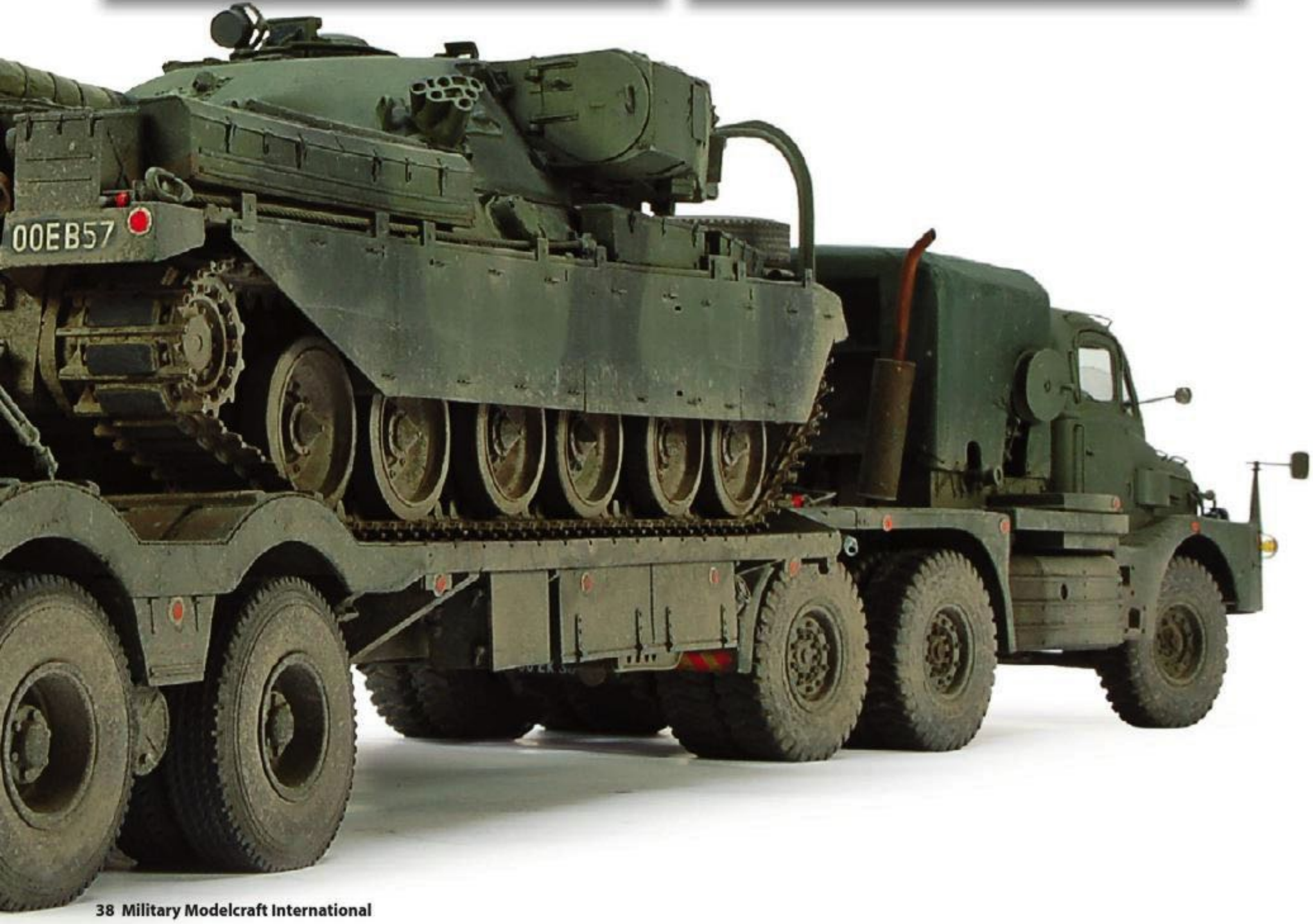
sel engine is well detailed,
outside the truck
the front axle off.

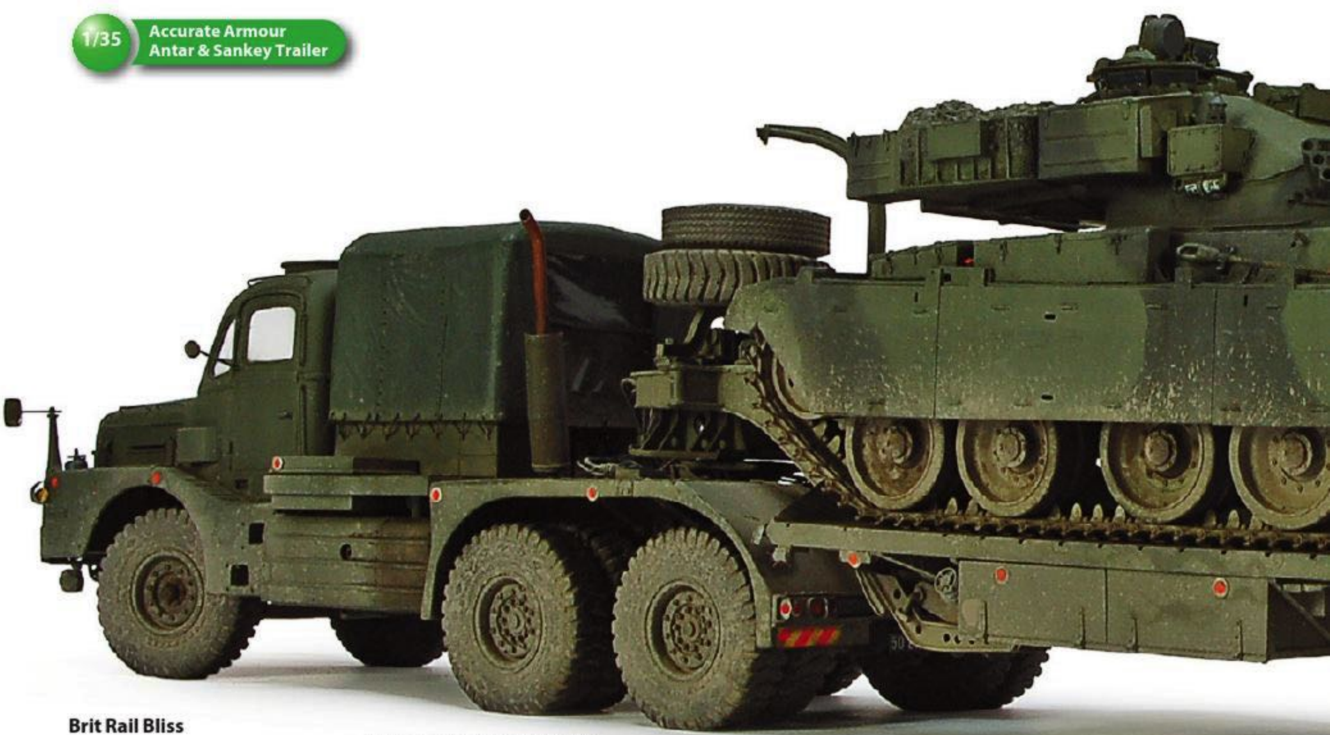
6x4 tractor was powered by a Rolls Royce Meteor engine and at the time was the largest tractor to come out of the UK. It was originally developed to haul steel pipes across the Iraqi desert, but by the early 1950s it had transitioned from its civilian purposes and taken over all the British Army's heavy hauling tasks. The Antar's first companion trailer was the Dyson 50-ton ramp-up flatbed. Both the truck and trailer coupled together are a big, British version of the M20 from World War II. More power and heavier load capacity was the name of the game as time wore on, so a different engine was added, creating the Mk. 2 and 3 versions with fifth wheel and heavier (50-ton and 60-ton) lowboy trailers to cope with the post-War buildup of super heavy tanks. Ballasted versions of all versions with Dysons were still in service along side their fifth-wheel brethren, and these combinations worked well for the British Army all the way into the 1980s, at which point the Scammell Commander took over all tank-hauling duties.


The underside of the front end. The front axle is loosely in place just for the picture and is still missing the tie-rod. I had to make some new sections for the exhaust from brass rod, as the kit piece was badly affected by bubbles in the resin.


The driver's side of the cab and winch platform. The tilt is in place and as you can see it is rubbing right on the rear window guard, and was quite difficult to work it in place around the cable spool.

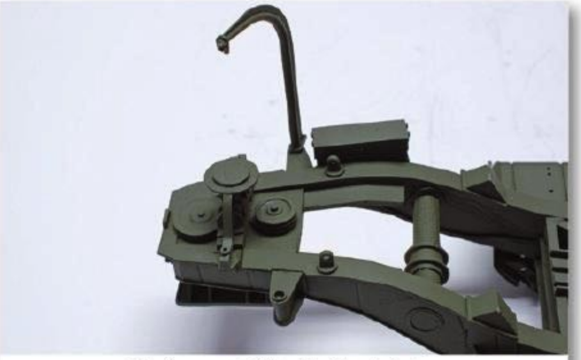

The inside of the winch house with the cable pulleys and cable guides. The exhaust stacks have yet to be added, but a word of warning: I couldn't fit the stack brackets to the compartments with the tilt in place.



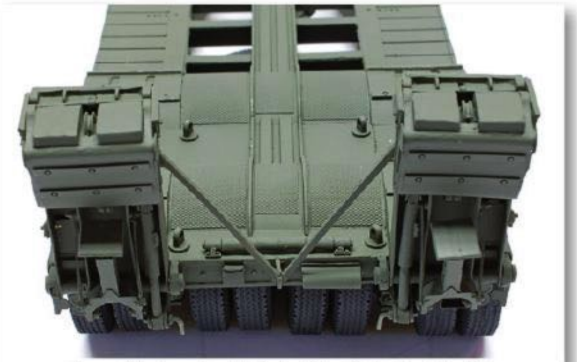


Brit Rail Bliss

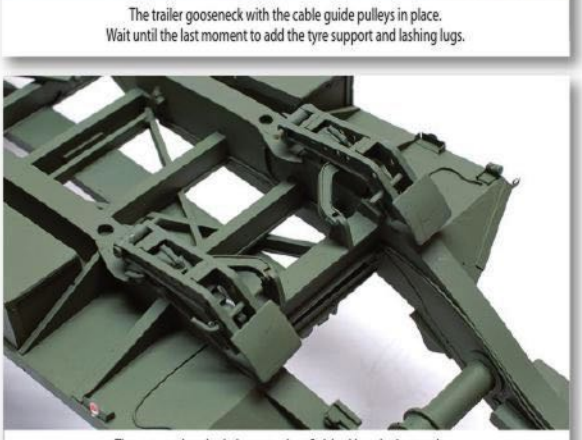
This kit depicts the Mk. 3 fifth-wheel version for towing either the Tasker 50-ton or Sankey 60-ton semi-trailers, and comes with a full chassis, cab interior, engine, transmission and winch, extensive full colour decals, and a photoetched brass detailing set. I moved pretty fast through the cleanup and as I did I checked off the parts list and set aside any broken parts to be dealt with later. Cataloguing parts is crucial on a kit of this size; with the sheer number of parts it's essential to avoid any situations with missing pieces. With most the parts for this truck accounted for and clean and pretty, I was ready to build me a big ugly truck! The frame is a pretty stout casting, and like the trailer, the rails are arrow straight. The instructions start at the front of the frame with the steering box and power steering unit. You cannot have the front steering workable due to the complexity of all the steering linkages, so you must decide



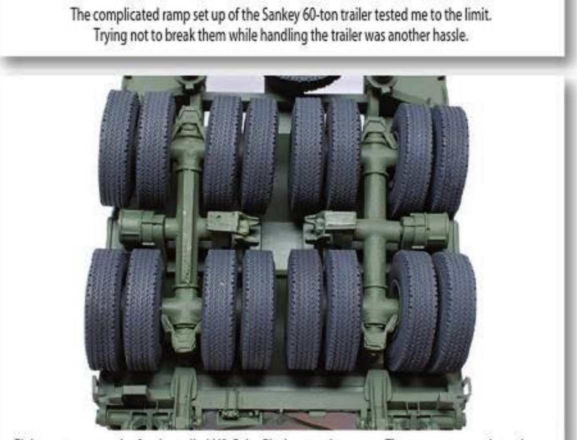
The trailer gooseneck with the cable guide pulleys in place. Wait until the last moment to add the tyre support and lashing lugs.



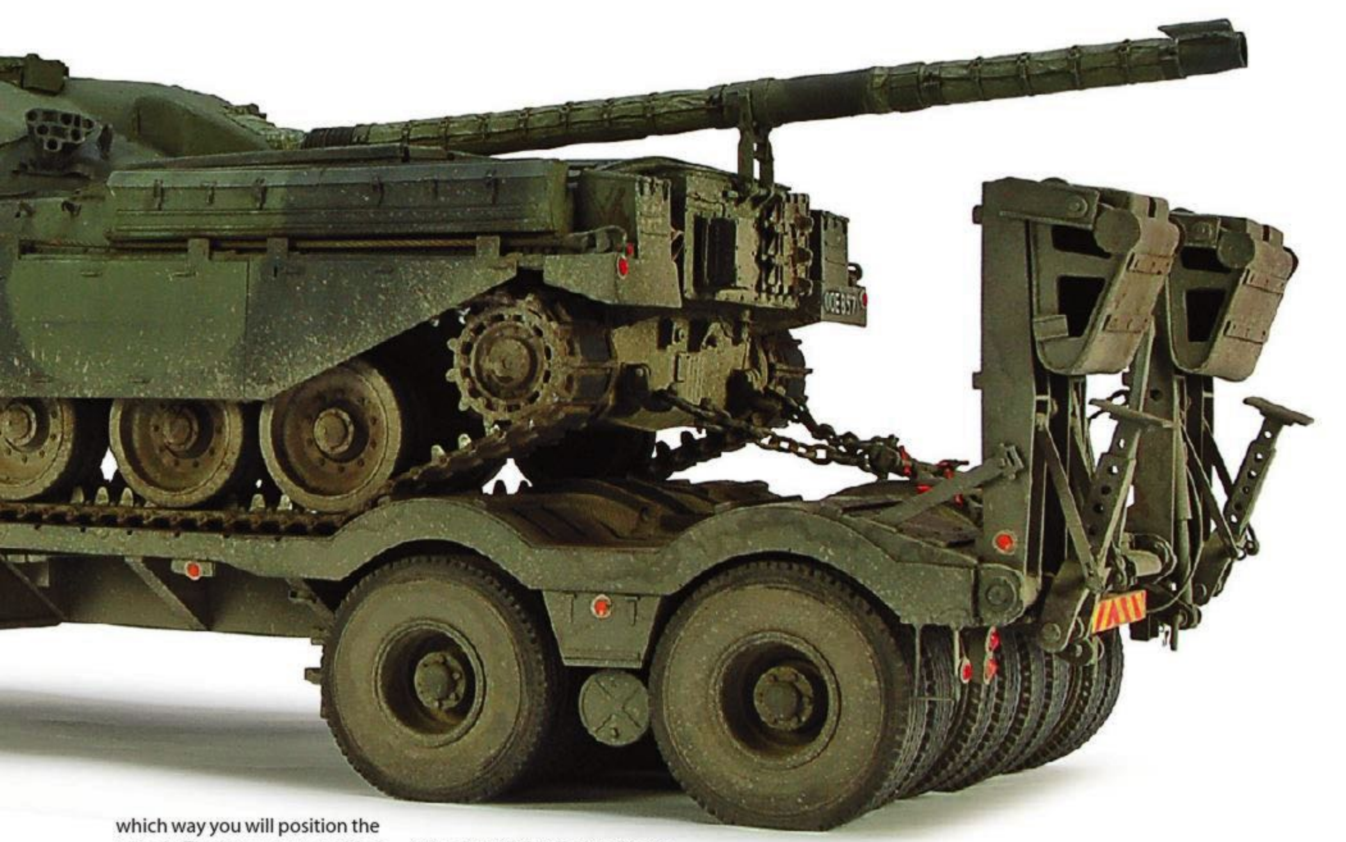
The complicated ramp set up of the Sankey 60-ton trailer tested me to the limit. Trying not to break them while handling the trailer was another hassle.



The support legs look the part when finished but the instructions aren't entirely clear, so take care.



Eighteen tyres to paint for the trailer! LifeColor Black set to the rescue. The pour gate spot is too large to be sanded flat, so I made sure it was pointing upwards on all the tyres.



which way you will position the wheels. The bumper was added at this time but I left the lights out until after paint. Moving to the middle of the frame, I added the front and rear chassis outriggers (these will support the fuel tanks). The air tanks were also added at this time and I started with the winch platform. Everything is there to depict the winch open for full view or covered with the tilt. I chose to go full tilt so all was buttoned up and I added all the small photoetched rope hooks.

I have to admire these ultra-beefy Brit differentials: they truly dwarf anything else I have seen in my years of truck shenanigans. Both axles are extremely well detailed and have stout axle pins to support the weight of that big rear end. The centre (#26) and the rear axle (#28) both have a traverse radius arm located by a pin (#34) and the traverse arms need to stay semi-workable until the axles are glued in place. The rear axle receives a center link radius arm (#32) that is glued in place. I set both axles on the springs (#29) and glue the inter-axle prop shaft (#27) in between both axles. As I had done all my cleanup of the wheels earlier, I took the fronts and the outer four rears and loosely set them on the axles to level the rear suspension. Everything looked good, so I dropped some glue on all the contact points for the rear suspension. I let this set for a few minutes and once it was dry I removed all the wheels and glued all four radius arms (#31) in place. I then swung the rear traverse radius arms into place to the frame rails and tacked them. The centre link radius arm followed suit. I then moved to the brake cylinders (#35) and glued one on each corner of the axles, followed by placing the brake levers (#37 and #38) on each cylinder. The instructions state that you can leave these, as well as all of the hydraulic line plumbing, off since it is not seen. I opted in favour of plumbing but plumbed just the brake lines. The suspension is quite beautiful and when complete it is one of the best I've seen in resin. The middle of the frame received the transmission (#24) and the drive shaft (#25). This completed the drive train and winch platform. Now it was time to add the front fenders, fuel tanks, rear fenders, fifth wheel, and fifth-wheel skid. The cab has a good level of detail inside and out, but care must be taken with aligning the doors and back wall. This is critical to a good fit of the roof. Even with careful test fitting I managed

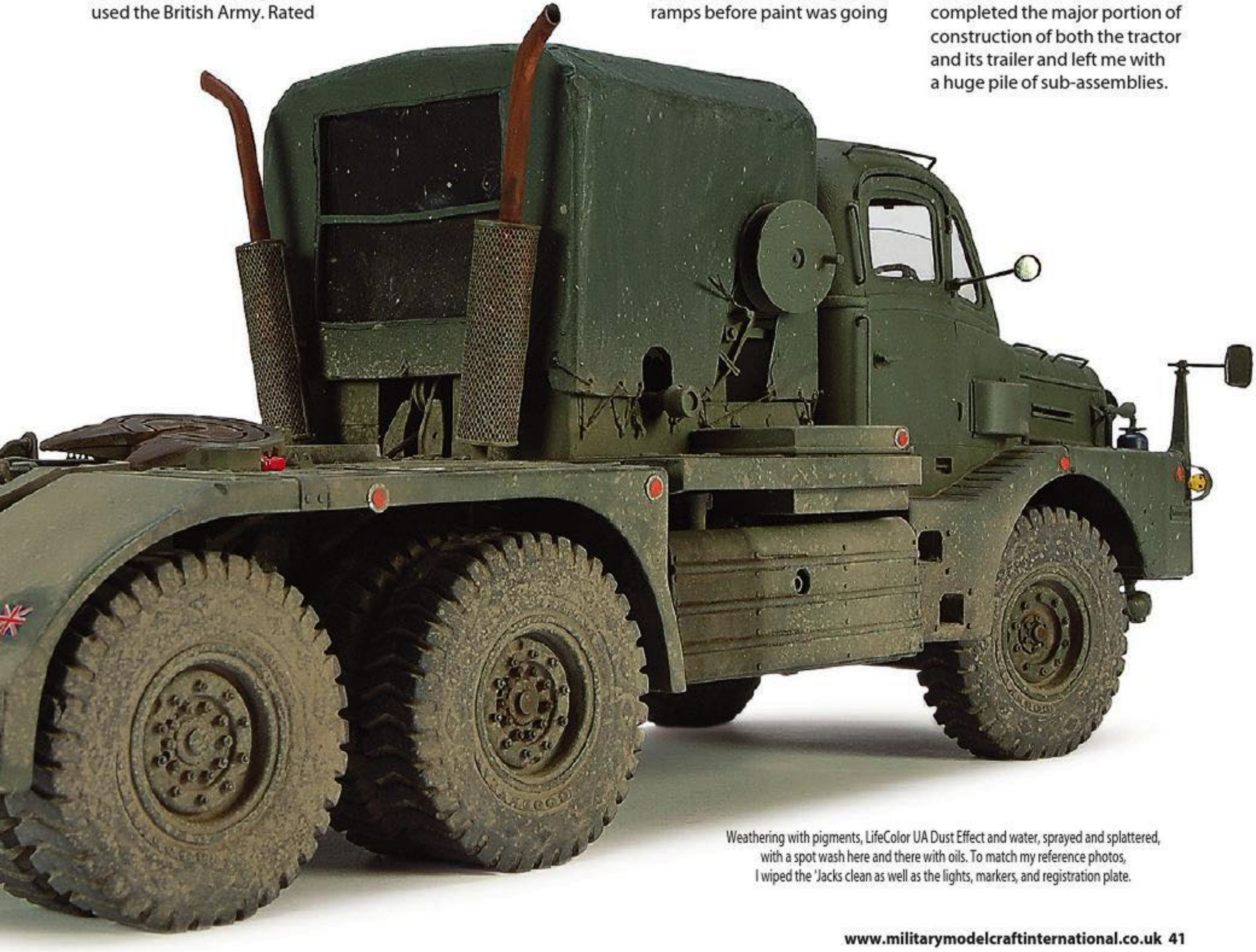
(left) Decals applied with the help of Lahmian Medium, don't decal without it! The paint shows the very subtle streaking that I applied with the airbrush.

A mean green machine she is that's for sure. The rear reflectors are painted white first, then red and orange reflective is added.

There were four lights on the front when I started but my sausage fingers seemed to knock one off while shooting the photos. Be ready to make some grab handles if you want to handle Antar.

to have a gap at the top of my doors at the end! Grab handles are abundant on the cab and the bonnet and a back glass guard proved quite a pain to build and turned out to be completely invisible after the tilt is in place; isn't that how it always is?

At this point the truck was almost complete, aside from all the small bits to add after paint so I moved to the Sankey trailer. The Sankey trailer was the heaviest load-carrying trailer used the British Army. Rated at 60 tons, it was designed to carry the Conquerer heavy tank and its variants. The Accurate Armour kit is straightforward in its assembly without any major surprises. The photoetched fret has early and late reflectors so choose accordingly. The storage lockers are added with all the rest of the simple bits from front to rear of the trailer. The suspension is workable to a degree, but it's imperative to ensure that all the wheels touch the ground. The two areas that caused a degree of stress were the loading ramps and the front support legs. The ramps are not in any way workable so you need to plan how you want Mr. Sankey to pose. Multi-piece mayhem is in full effect here and it took me hours to decipher the instructions to actually build the bloody things, but keep in mind, as I was soon to discover, that adding these ramps before paint was going to complicate handling of the trailer immensely. There is no way around it so proceed with caution! The support legs needed some serious eyeballing of the instructions as well and didn't really line up the way they should, but thank the Trailer Lord they are underneath and not to be seen. Some of the smaller bits and pieces for both the truck and trailer were added after I had primed and applied the first coat of colour. This completed the major portion of construction of both the tractor and its trailer and left me with a huge pile of sub-assemblies.

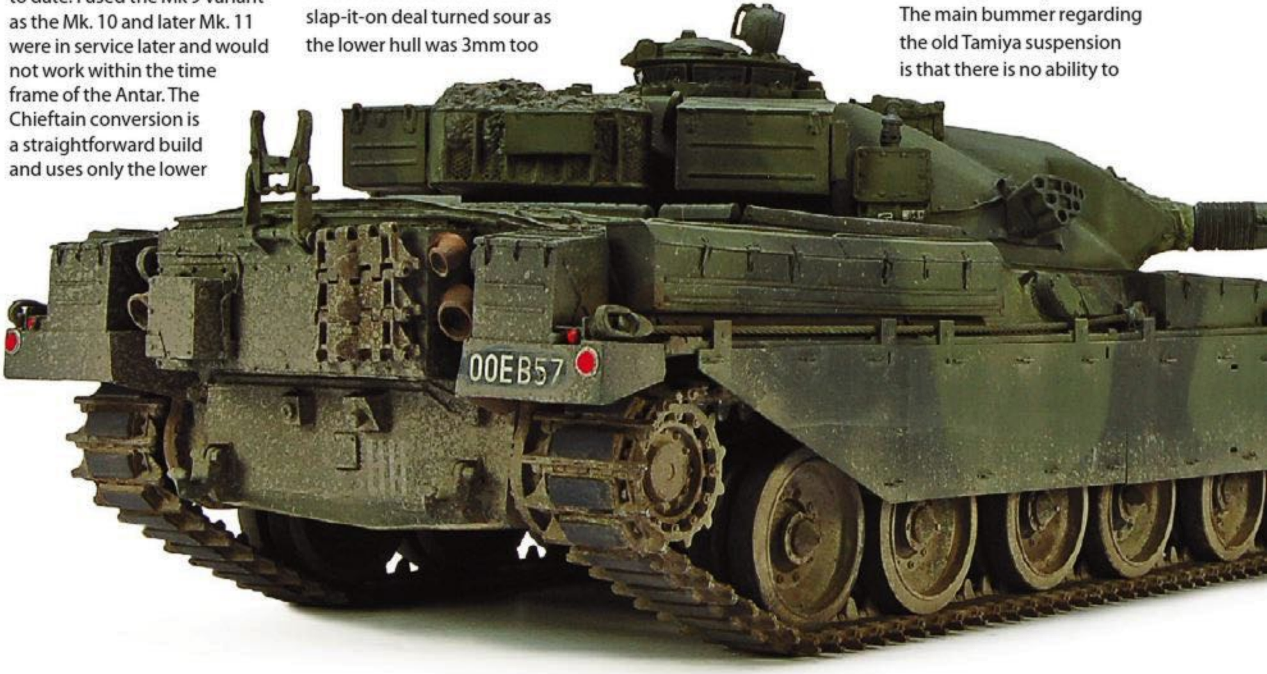


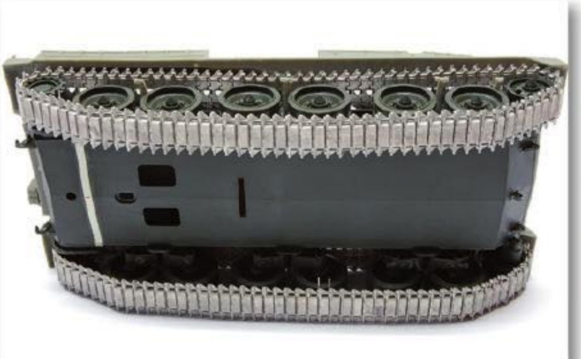
Weathering with pigments, LifeColor UA Dust Effect and water, sprayed and splattered, with a spot wash here and there with oils. To match my reference photos, I wiped the 'Jacks clean as well as the lights, markers, and registration plate.

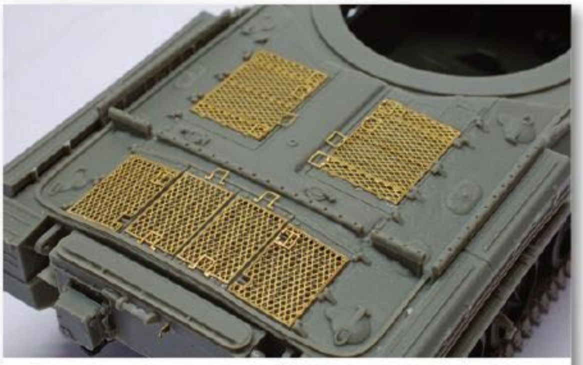
Chieftain Mk. 9

I knew right away what the load for the Antar was going to be for me: Chieftain! Mk. 9 to be exact. The Accurate Armour kit is one of the offerings out there that bring the age old Tamiya kit up to date. I used the Mk 9 variant as the Mk. 10 and later Mk. 11 were in service later and would not work within the time frame of the Antar. The Chieftain conversion is a straightforward build and uses only the lower hull from the Tamiya kit, the rest goes in the bin. All the parts are clean and crisp. The Tamiya lower hull is assembled with just the running gear and readied for the Accurate Armour top hull. What should have been a slap-it-on deal turned sour as the lower hull was 3mm too short to fall into the locating tabs on the rear plate of the upper hull and still be lined up with the slope of the front hull! I cut the rear lower hull right before the drive housings and glued it to the rear plate. I then added the 3mm spacer using plastic strip, and fitted the front part of the hull. I made sure everything was straight and true before fully committing to locking it all in place.

The main bummer regarding the old Tamiya suspension is that there is no ability to




The 4mm gap between the two hulls and the motorisation holes proved a nightmare. The only thing I can say is I like Friuls and, yes, they were assembled with Track Wire.


Photoetched engine deck screens in place with the handles added in, too. The side storage bins were relatively straight.

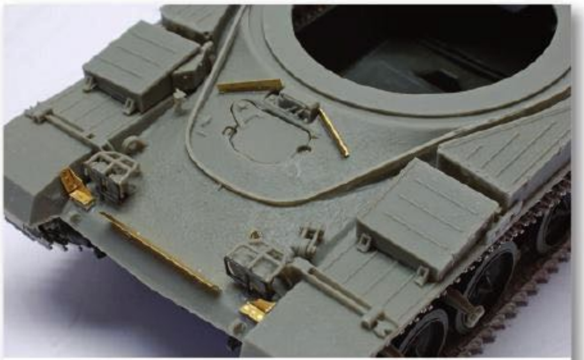
Front shot with the lower hull stowage bins in place. Up on top, the smoke dischargers have yet to be added.

Primed and ready for the base coat. I left off the dischargers, to have complete coverage underneath. The barrel is pinned, so I could remove it for later brush painting.

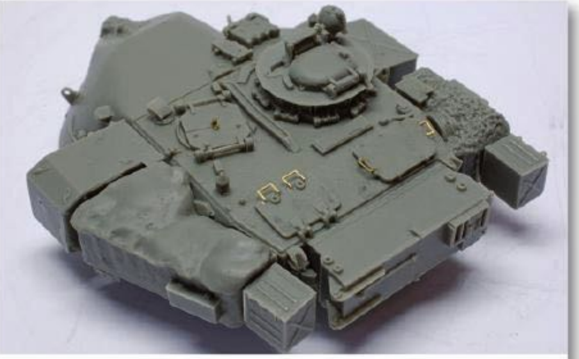
articulate the suspension arms. I knew this was the case and made sure my trailer choice would facilitate a non-workable suspension. The Sankey's rear wheel kick up is just aft of the last wheel on Chieftain; the Tasker 50-ton trailer, however, is smack in the middle of the rear wheel station. The turret is a solid chunk of resin that only needs storage bins and racks added. Smoke dischargers and smaller ancillary bits were also added. Moving around the top hull goes pretty quick and I have the Mk. 9 ready in no time, two days to be exact. The most tedious work was adding all the handles and loops on the side skirts. Accurate Armour supplies the shields and loops as photoetch, but the loops have the attachment point to the fret right in the middle of the handle. This means there will be clean up after all of them are added to the skirts. I used modelisimo white-metal tracks as the Tamiya vinyl efforts are just plain junk. The real isue for the whole Chieftain build is that the older Tamiya wheel retention is the actual hub itself for the road wheels and not the internal polycap that we are used to in their more recent kits. These cracked after I had painted them and installed the wheels to the hull, so I rotated them so the crack would be at the top and partially hidden by the skirts. I have noticed with others who have completed this kit that this iit appears to be a common problem. I left off the skirts until after painting and partial weathering of the tracks and running gear.

Priming the Beasts

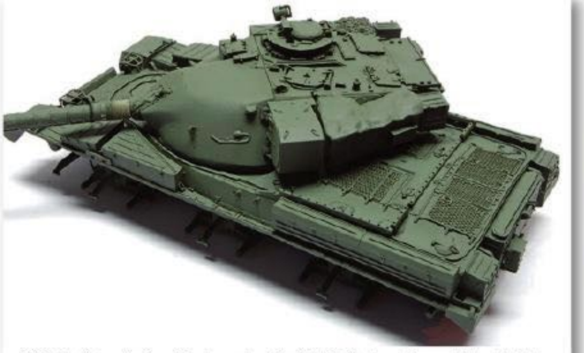
As the primary colour of the Antar when it was first put entered service was Deep Bronze Green I chose to prime everything in Tamiya Luftwaffe Dark Green (AS-24). Everything, and I mean everything, in both articles this month was primed with the same colour: Antar, Sankey, Chieftain, Avre, and the fascine trailer. All the tyres (all vehicles) were hit with flat black auto primer, then when dry I went over them with various mixes from the Lifecolor Black set. The main colour British Army Infra Red Reflective (IRR) Green, is not available out of the bottle. Some colours by the major paint manufacturers are close but are not up to snuff for scale effect. With a lot of trail and error I came up with the following mix: Tamiya RAF Dark Green (XF-81) 50%, Field Grey (XF-65) 30%, Dark Olive Drab (XF-74) 20%. This provided the main base colour with no fading. I left some bleed of the AS-24 on the underside of the truck and trailer. This mimicked the oily sheen of the Deep Bronze Green bleeding through.
The beauty of the XF-81 is that it is not truly flat but a semi-gloss and this guaranteed a nice sheen coming through and, after subsequent fading and streaking of lightened greens, it creates a pleasing colour shift in certain light. To create my streaking colours I sprayed Field Grey in vertical passes over certain horizontal planes. Once done, I added RLM Grey (XF-22) in the same fashion. Then I went back over with my first base colour to continue the streaking and panel fading. This was done dark to light at least four times, with the paint thinned to about 70% thinner to 30% paint. The effect is almost translucent, but it adds a depth to the colour instead of just the usual pre shading, panel fading, and post shading. When done right I can get away with very little in the way of oil wash streaking. My painting style is nothing like Ken's or Chris's, but the importance of having a good starting point for the base colour was very important if we were all going to be covering vehicles during the same era. Based on our different styles, we could incorporate our own variances of the final colour based on how we would depict our subjects, but the starting point would be roughly the same. We needed to constantly compare each other's work and there's nothing like working a colour from opposite sides of the continent!



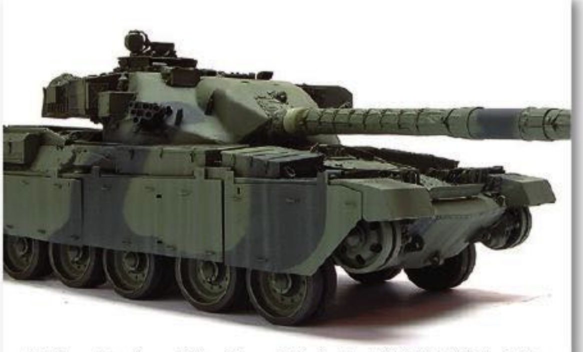
The kit supplied light guards were only half usable, the rest were crumbs. Tamiya equivalents saved the day. The cast texture was nice and to scale.



The rear of the turret with all the side baskets in place, but no option to leave them open. No surprises here, just simple construction.



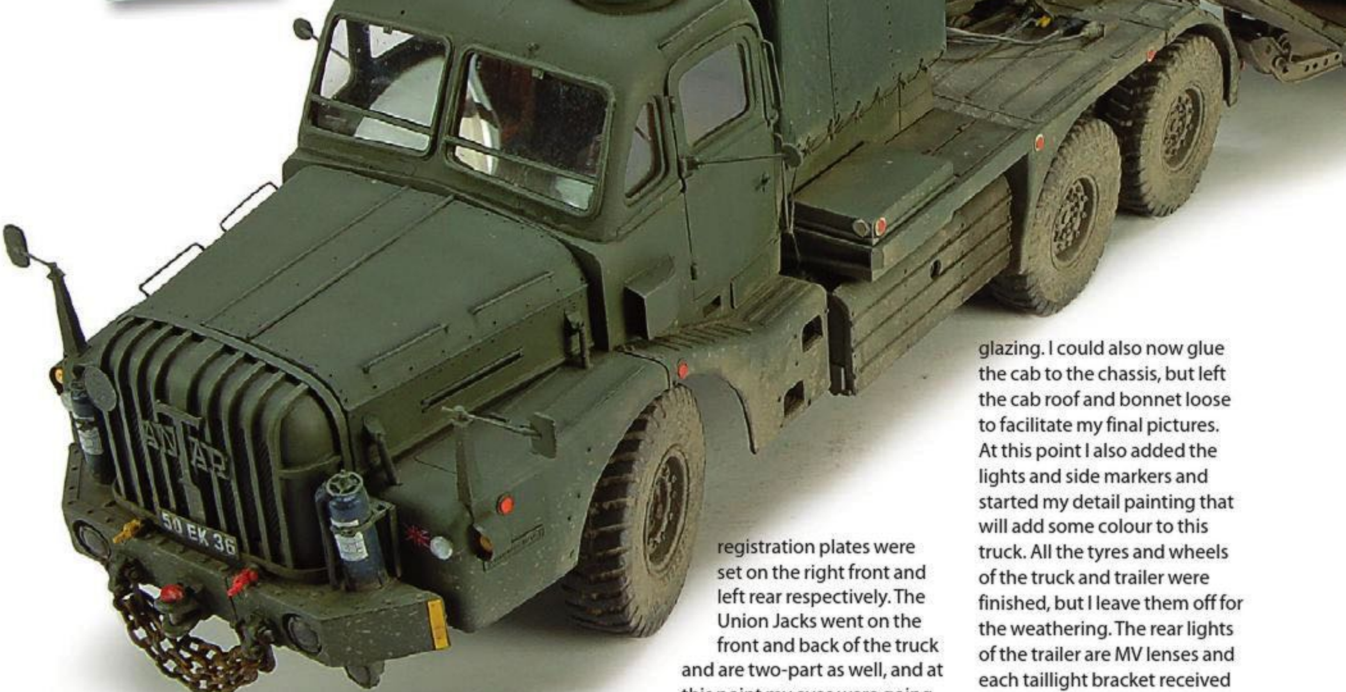
This is the first application of the base colour. Small details like tow cables would be added later.



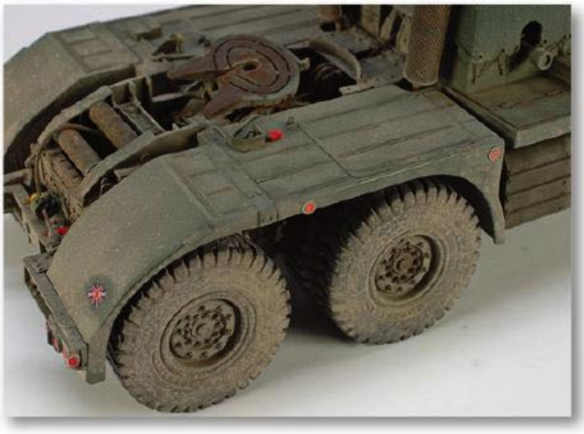
Multi layered streaking and fading of the special Tamiya blend: XF-81, XF-65, XF-74 with Nato Black bands. Road wheel rubber is painted with the LifeColor Black set.

Availability:

Accurate Armour 1/35 Mighty ANTAR Mk-3 (5th Wheel) Tractor *(ref. K166)*, **Sankey 60 Ton Semi-trailer** *(ref. K170)* and **Chieftain Mk-5/5-Mk-9** *(ref. CO25)* are all available from Accurate Armour www.accurate-armour.com



The decals for the Antar, Sankey and Chieftain were all added at this time with the help from something the editor recommended to me: Games Workshp's Lahmian Medium. All I can say is thank you David . .. this stuff rocks! Simply paint it over the applied decal to get rid of any unwanted sheen for that 'painted-on' look. BAOR Antars didn't really have the plethora of markings so I kept it to just the essentials. The registration plates were set on the right front and left rear respectively. The Union Jacks went on the front and back of the truck and are two-part as well, and at this point my eyes were going bananas, as was my patience! I let these set and dry a bit before I applied a little bit more of the Lahmian magic. Each one of the fire extinguishers received a data plate, as did the dashboard. It also received a tachometer decal and various gauge details. The trailer ramp received a registration plate and a speed warning placard on the opposite loading ramp, while the Chieftain got the registration plates and the weight disk.



The Mighty Is Taking Shape

Once all the decals were on, I could start assembling the truck into its final state. This entailed gluing the front grille, exhaust stacks, mirrors, and airline couplings. The cab I had painted in multiple parts and it was now time to install all the glazing. I could also now glue the cab to the chassis, but left the cab roof and bonnet loose to facilitate my final pictures. At this point I also added the lights and side markers and started my detail painting that will add some colour to this truck. All the tyres and wheels of the truck and trailer were finished, but I leave them off for the weathering. The rear lights of the trailer are MV lenses and each taillight bracket received a red and orange marker.

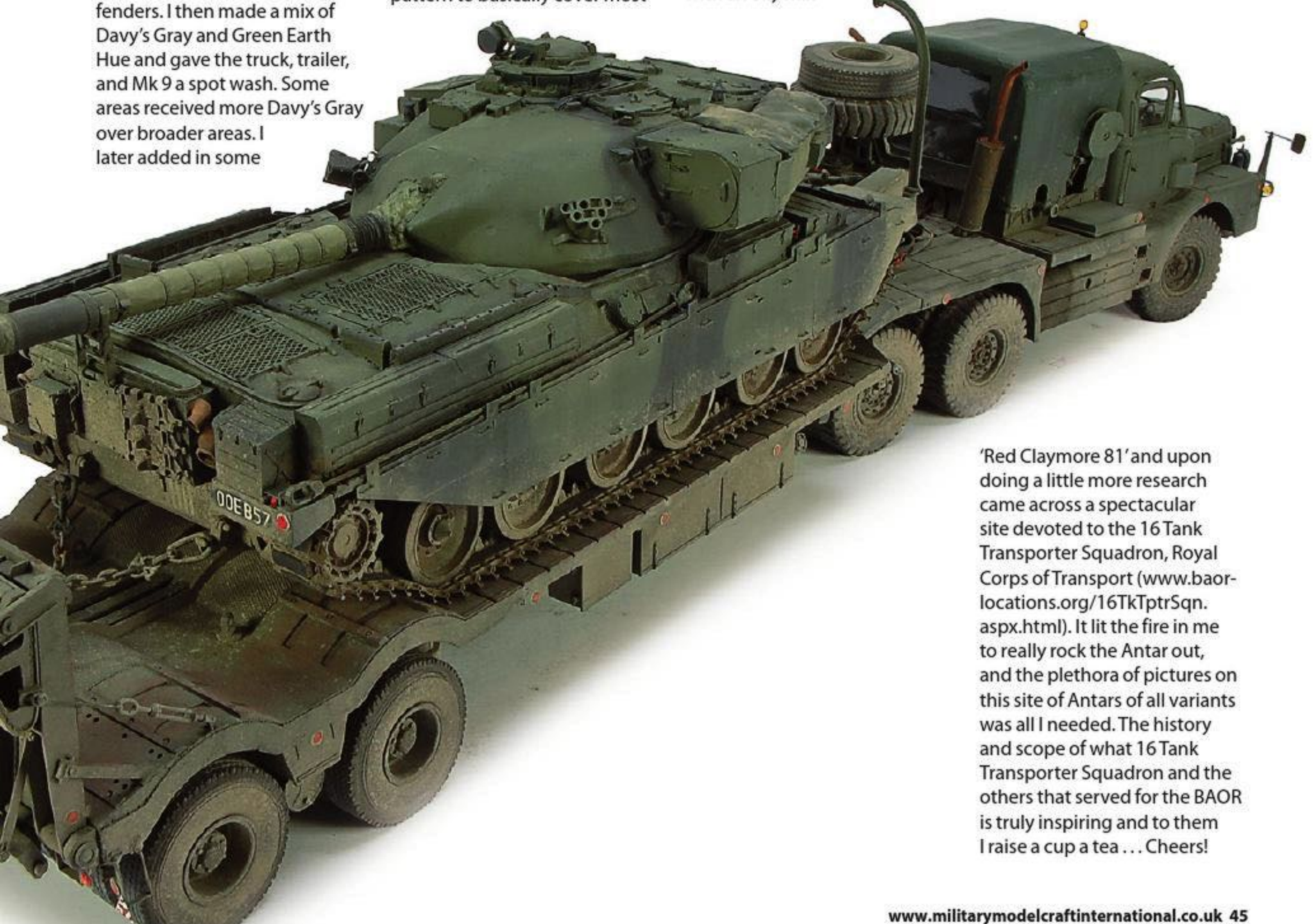
Weathering

For the body of the truck, I

applied a very light wash of Raw Umber oil paint mixed with Olive Green. For the chipping of the rear deck of the trailer, I mixed Tamiya Hull Red and Nato with water, and sponged it around the edges and contact points of tracks on the rear deck. The same mixture was applied sparingly to wear points on the truck: around the winch housing and operator's platform, the side steps of the cab, and edges of the rear fenders. I then made a mix of Davy's Gray and Green Earth Hue and gave the truck, trailer, and Mk 9 a spot wash. Some areas received more Davy's Gray over broader areas. I later added in some unbleached Titanium into this mix but in a very small dose as to not kill the green. For the main dusting of the running gear I mixed Lifecolor UA705 Dust Type 1, AK Interactive's Europe Dust, MIG Productions' Industrial City Dirt and Dark Earth pigments mixed with water, and liberally brushed this over the running gear of the three vehicles. I then put some in my airbrush and sprayed a very light misting up the sides of the truck, widening the pattern to basically cover most of the trailer. The Chieftain only received a light dose on the bottom of the side skirts and the front and back of the hull. I then added more pigments to the mix but less water and flicked this around to add texture to the previous sprayed effect. The treads would be blacker from contact with the asphalt of the Autobahn and thus provide a nice contrast to rest of the tyres. I then went back over and applied various pin washes to the rear bed of the trailer and axle hubs, and with an oily mix weathered certain suspension components and the motor. The Chieftain received a more off-road appearance and thus the dusting and pigments leaned more towards a darker earthy tone. Finally, I added all my last bits and wrapped up the weathering to tie it all together.

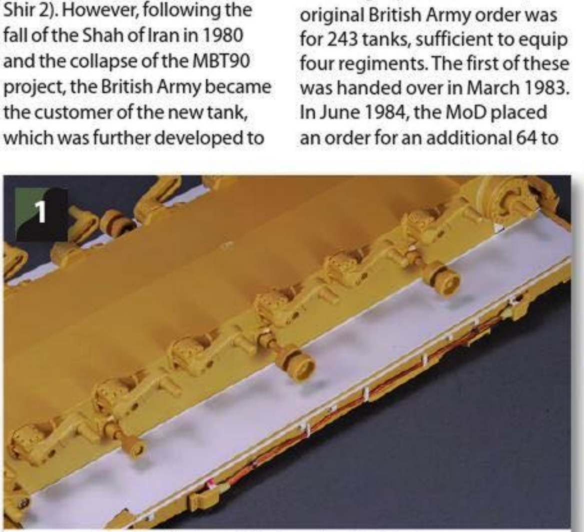
16 Tank Transporter Squadron RCT

I really was struck by a picture of an Antar Mk. 3 ripping down a road, loaded with a Chieftain Mk 9 for Exercise 'Red Claymore 81' and upon doing a little more research came across a spectacular site devoted to the 16 Tank Transporter Squadron, Royal Corps of Transport (www.baor-locations.org/16TkTptrSqn.aspx.html). It lit the fire in me to really rock the Antar out, and the plethora of pictures on this site of Antars of all variants was all I needed. The history and scope of what 16 Tank Transporter Squadron and the others that served for the BAOR is truly inspiring and to them I raise a cup a tea . . . Cheers!



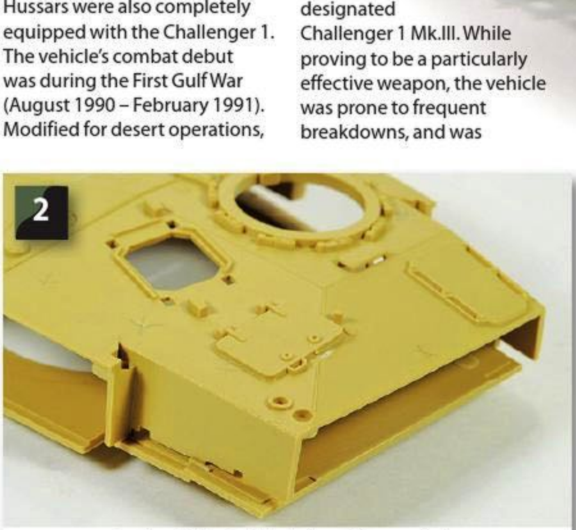
For any modeller with a serious interest in modern armour, the Challenger 1 is an essential addition to the collection. In many ways the Challenger 1 should never have been, and only a series of unexpected events led to it being adopted, and seeing combat, as the British army's MBT in the 1980s and early 90s. Designed by the former Military Vehicles and Engineering Establishment (MVEE), the story of the Challenger began with an Iranian order for an improved version of the Chieftain (the Shir 2). However, following the fall of the Shah of Iran in 1980 and the collapse of the MBT90 project, the British Army became the customer of the new tank, which was further developed to meet European requirements.

Initially, the tank was to be known as 'Cheviot', before becoming 'Challenger' (a name also adopted by the World War II Cruiser Mk.VIII). The early Challenger 1s were built at the Royal Ordnance Factories in Leeds. In 1986 Vickers Defence Systems (later, Alvis Vickers) acquired the company (including the Challenger production line). The original British Army order was for 243 tanks, sufficient to equip four regiments. The first of these was handed over in March 1983. In June 1984, the MoD placed an order for an additional 64 to equip a fifth regiment in the British Army of the Rhine (BAOR). The Royal Tank Regiment received its first vehicles late in 1984, and by the following May the Royal Hussars were also completely equipped with the Challenger 1. The vehicle's combat debut was during the First Gulf War (August 1990 – February 1991). Modified for desert operations, these were designated Challenger 1 Mk.III. While proving to be a particularly effective weapon, the vehicle was prone to frequent breakdowns, and was



1

Several modifications needed to be made to the hull, for the purpose of depicting the vehicle without side-skirts.

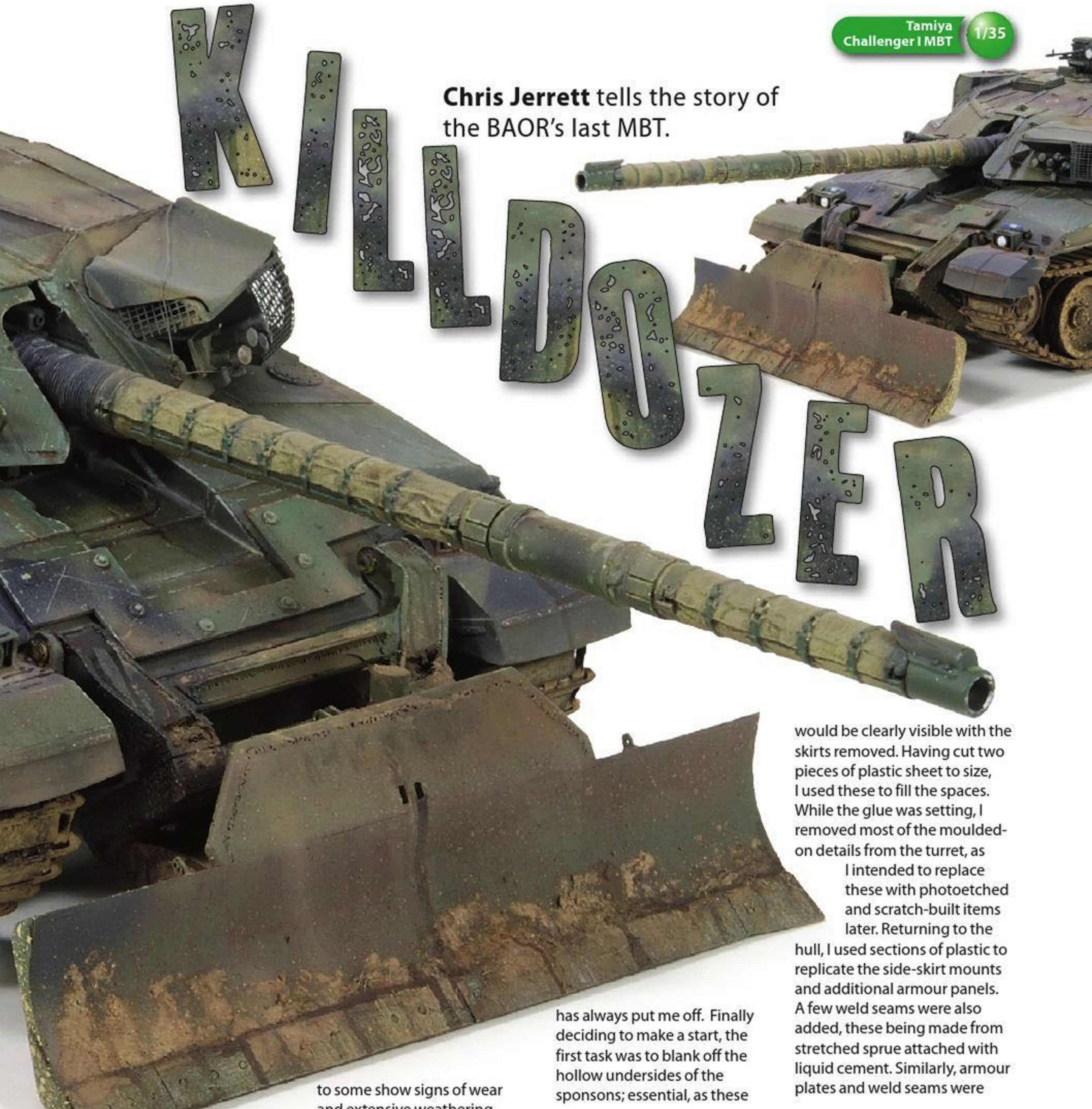


2

Certain moulded-on details had to be carefully removed before being replaced with photoetched and plastic items.

KILLDOZER

Chris Jerrett tells the story of the BAOR's last MBT.



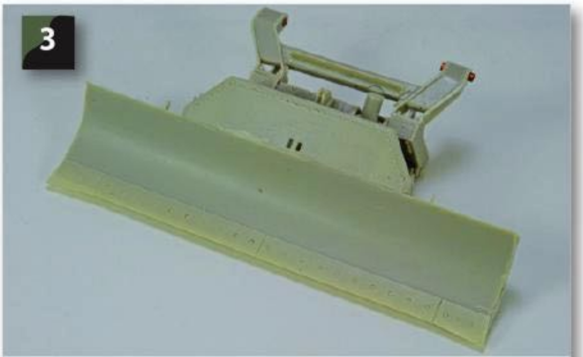
relatively heavy and slow when compared with its US counterpart, the M1 Abrams. By 1998, the Challenger 1 was replaced by the much-improved version, Challenger 2.

The Build

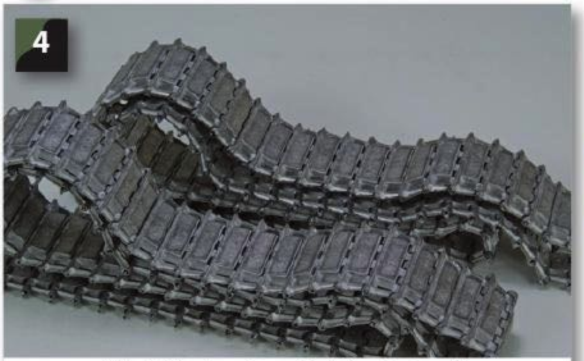
Probably the most difficult part of this project was deciding how to depict my Challenger model. Eventually, I opted to present it as a vehicle involved in a Rhine exercise, which would give me the opportunity to some show signs of wear and extensive weathering. Unfortunately, the Internet offered very little by way of reference images. Thankfully, Tankograd's series of books on BAOR vehicles provided all the photographs I needed. Studying these, I was quite surprised how many showed Challengers without side-skirts.

The Tamiya kit has been on my shelves for some time, and I have often considered giving it some serious attention. However, until now, the thought of making the necessary improvements to bring it up to current standards has always put me off. Finally deciding to make a start, the first task was to blank off the hollow undersides of the sponsons; essential, as these would be clearly visible with the skirts removed. Having cut two pieces of plastic sheet to size, I used these to fill the spaces. While the glue was setting, I removed most of the moulded-on details from the turret, as I intended to replace these with photoetched and scratch-built items later. Returning to the hull, I used sections of plastic to replicate the side-skirt mounts and additional armour panels. A few weld seams were also added, these being made from stretched sprue attached with liquid cement. Similarly, armour plates and weld seams were

3



Accurate Armour's 'Challenger Combat Dozer' is an excellent kit in its own right, and is a perfect fit for the Tamiya model.

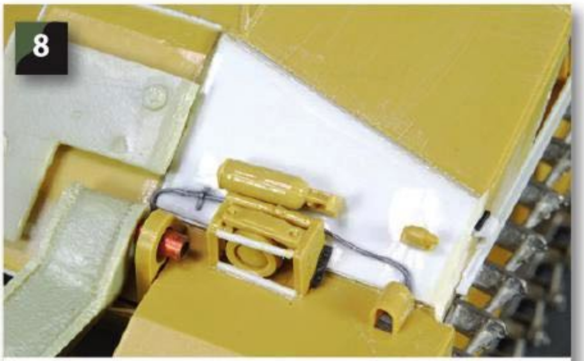


4

While the kit's tracks are adequate, I decided to replace these with a superior metal set from Friulmodel.

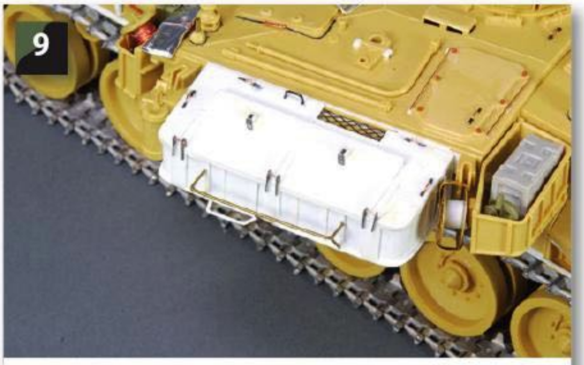
5

Test-fitting the tracks in the earlier stages avoided damage to the smaller details that would be attached later



8

Sections of plastic sheet were used to replicate the additional front armour, as this was not included in the kit.



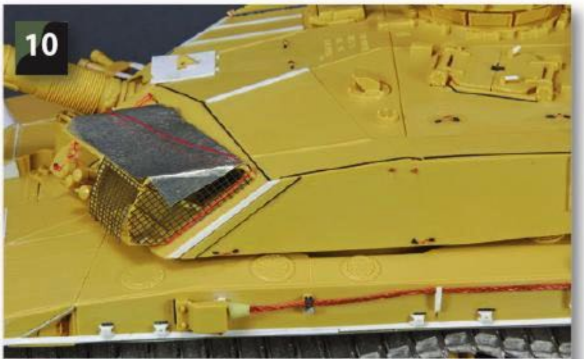
9

A replacement turret-mounted storage box was scratchbuilt from various plastic profiles and sheet, and finished off with Eduard's photo-etched details.

added to the turret. Areas that required a cast texture (such as the commander's hatch cover) received a coat of Mr. Surfacer 1200 applied with a stiff brush. Noticing that the turret-mounted storage box was both incorrectly shaped and lacking in detail, I decided to replace this completely. A fairly tricky operation, this involved building a new one from various plastic profiles and sheet, and finishing off with Eduard's photoetched details. While the kit's one-piece vinyl tracks are generally acceptable, I opted for the luxury of a fully workable metal set from Friulmodel (ref. ATL-81). I also decided to add the Pearson dozer blade, and found Accurate Armour's 'Challenger Combat Dozer' (ref. A032) to be a perfect fit for the Tamiya model. Designed by Timm Babb, this resin kit includes all fittings, and can be made to articulate.

Painting and weathering

Having given the model a thorough wash in warm soapy water, I broke it down into sub-assemblies in preparation for painting. To achieve a suitable NATO green colour, I mixed various Tamiya paints, the base being XF-74 (Olive Drab). With this applied overall, I now used Tamiya masking tape and BluTack to mask appropriate areas, before adding the black camouflage stripes. While many people tend to avoid using pure black, I opted for XF-1 (Flat Black), confident that the tone (along with that of the green colour) would be suitably adjusted with successive lightening. One of the most frequently debated subjects in AFV modelling concerns the extent of surface damage depicted on a vehicle. Since I wanted this model to have a fairly used appearance, I felt that signs of paint-wear and scratches would certainly be in order. What is important is to ensure that any fading effects are variations based on the



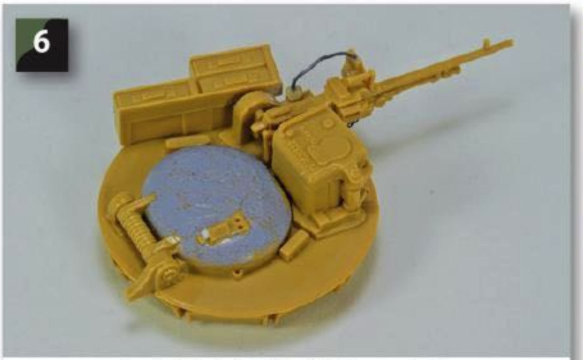
10

Folded sections of lead foil were used to depict the thick plastic tarpaulins.

11

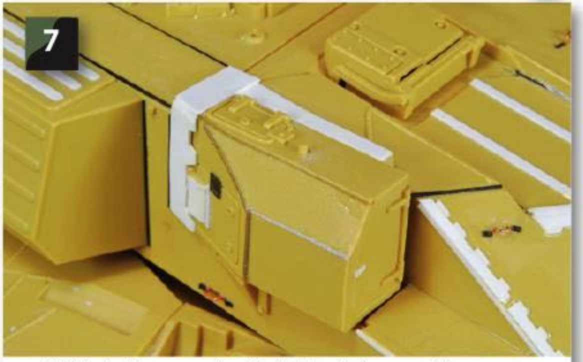
Everything in place for a test-fit . . . always useful to see the completed model before adding paint.

6

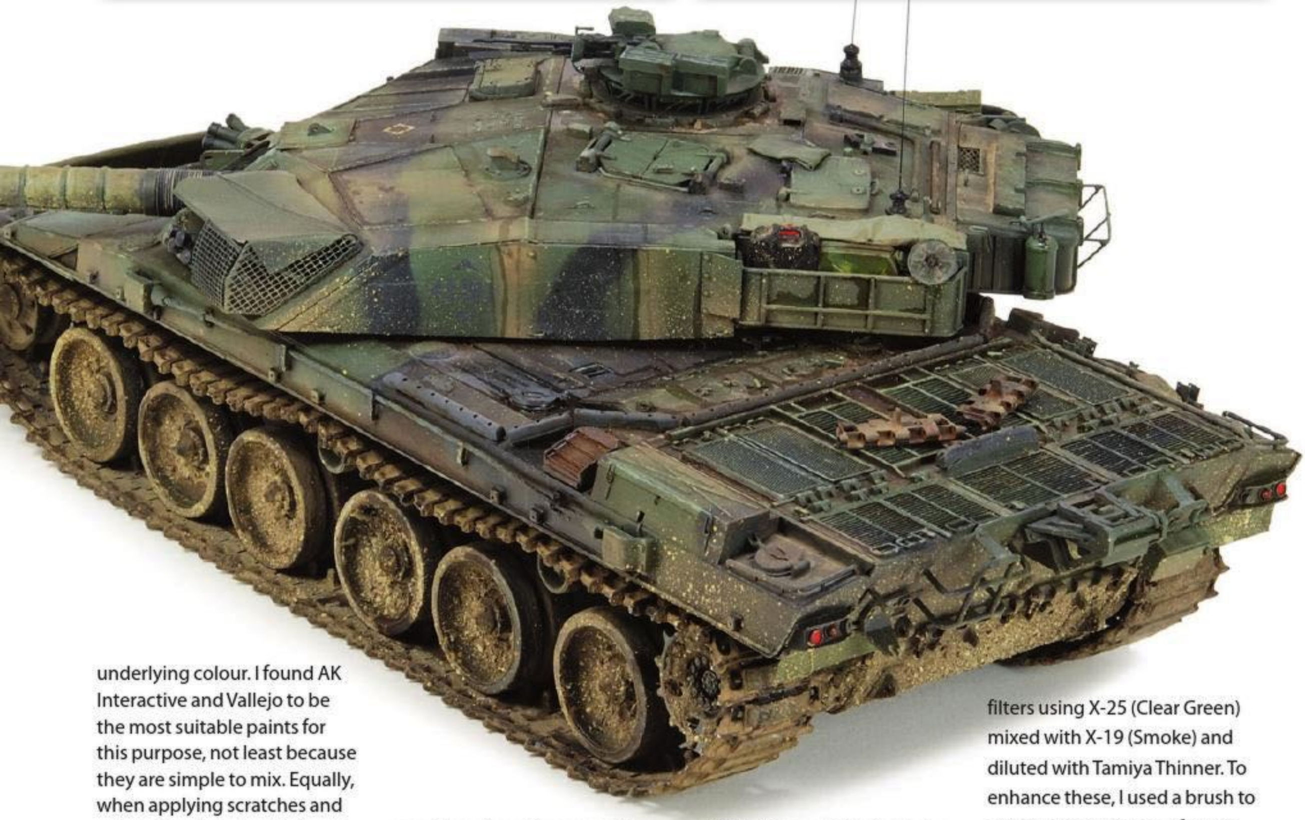


Spending that extra time adding details to areas such as the commander's hatch was well worth the effort.

7



While Tamiya's kits are generally well detailed, there is always scope for improvement.

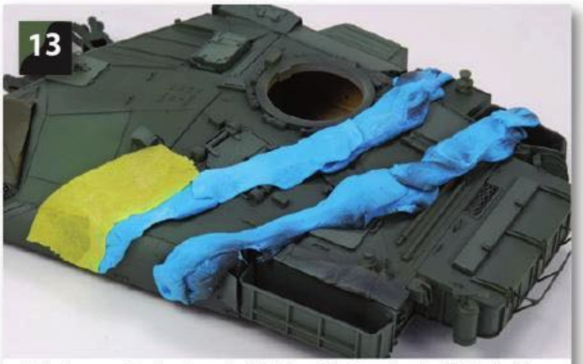


underlying colour. I found AK Interactive and Vallejo to be the most suitable paints for this purpose, not least because they are simple to mix. Equally, when applying scratches and paint chips (whether by brush or sponge), it is important to consider where these would most logically occur on a vehicle. Once satisfied with the effect, I airbrushed a series of filters using X-25 (Clear Green) mixed with X-19 (Smoke) and diluted with Tamiya Thinner. To enhance these, I used a brush to apply various shades of green oil paint, again heavily diluted.

12

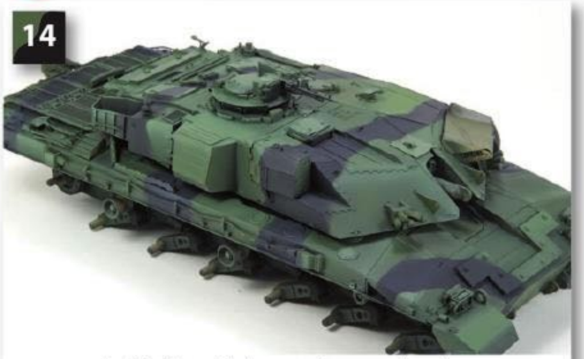
Sub-assemblies washed and ready for painting.

13



Having been apprehensive about using BluTac for masking, I was pleased to find that it did not cause any paint lifting when removed.

14



By adding lighter and darker tones to the two camouflage colours, this would help to emphasise the weathering later on.

15

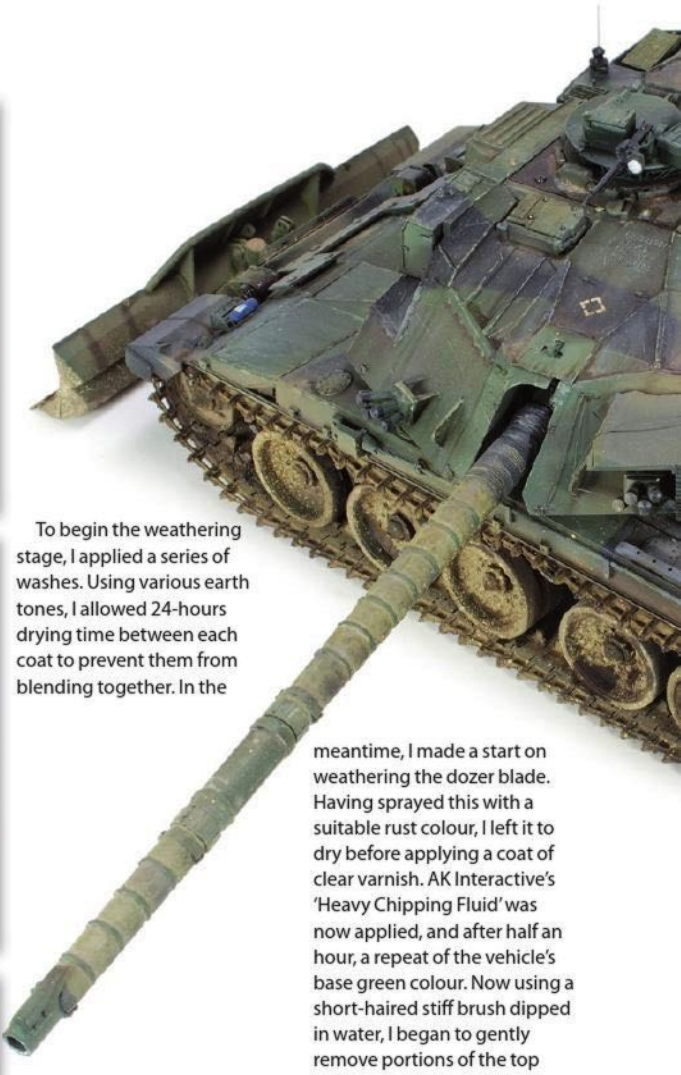
When applying paint-chipping effects, it is a good idea to ensure that the surface has a matt finish.

16

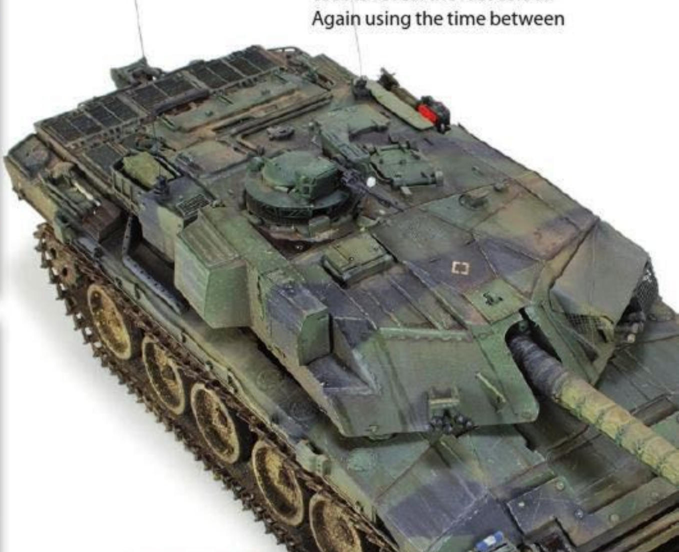
I find Winsor & Newton oil paints to be the best medium for detailed weathering effect. Here they were also used to create a series of washes.

17

While some regard 'dusting' as an outdated technique, it really can enhance the appearance of a weathered vehicle.



To begin the weathering stage, I applied a series of washes. Using various earth tones, I allowed 24-hours drying time between each coat to prevent them from blending together. In the meantime, I made a start on weathering the dozer blade. Having sprayed this with a suitable rust colour, I left it to dry before applying a coat of clear varnish. AK Interactive's 'Heavy Chipping Fluid' was now applied, and after half an hour, a repeat of the vehicle's base green colour. Now using a short-haired stiff brush dipped in water, I began to gently remove portions of the top coat to reveal the rust colour. Again using the time between



BRITISH MAIN BATTLE TANK CHALLENGER

BRITISH MAIN BATTLE TANK
CHALLENGER I (Mk.3)

1Rather than using pigments directly from the bottle, I always prefer to mix my own colours.

19
HEAVY CHIPPING
acrylic fluid
AK interactive

The lower edge of the dozer blade was painted with Tamiya X-32 (Titanium Silver)

20
WASH
AK interactive

Pin-washes were carefully applied to all recesses and panel lines.

A final touch was the addition of some wet effects. It was important to leave this step until last, to prevent any pigments from sitting on these gloss surfaces.

the filters and washes, I added the effects of accumulated mud to the roadwheels. This was a simple task of applying AK Interactive's pigments to the recesses, followed by drops of pigment fixer. Once dry, this gave the perfect appearance of dried mud.

Back to the hull and turret, and time to add a light dust covering using various shades of tan. I followed these with some AK washes, and removed any excess with white spirit. The lower areas of the hull received the same pigment treatment as on the wheels, several applications of dark and light tones being used to give the impression of mud at different stages of drying. Using these pigments, I diluted them with thinner, and liberally applied them to the tracks with a wide brush. The dozer blade was also treated to a heavy coat of mud, this time adding a small quantity of interior plaster to help with adhesion on the vertical surface.

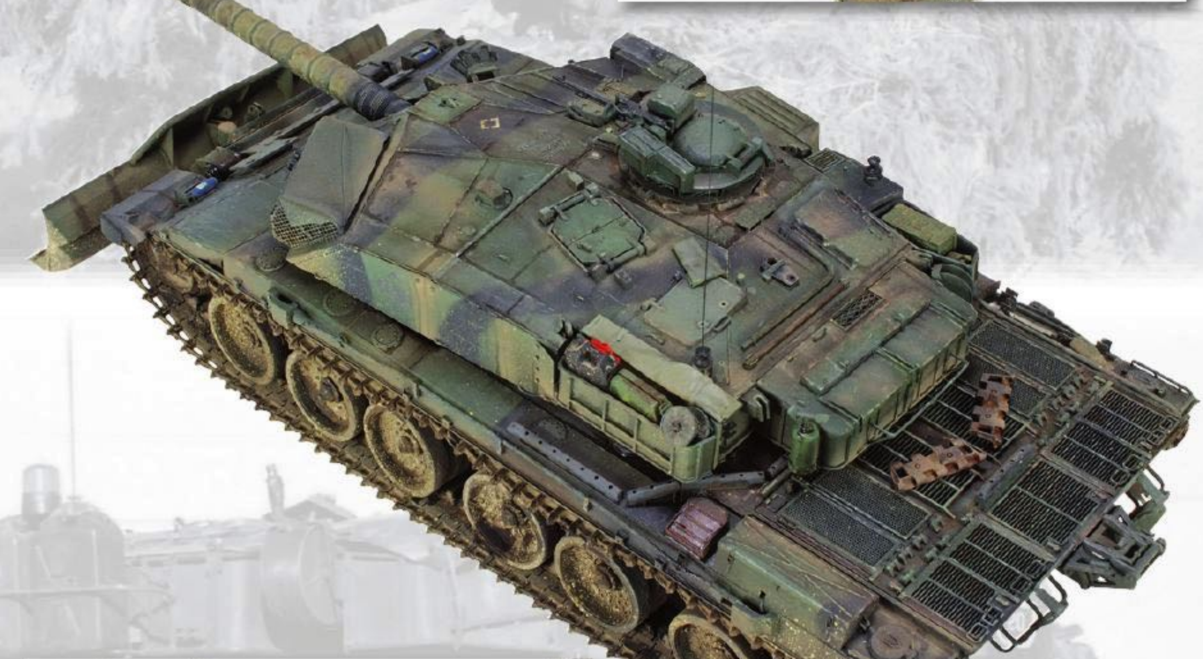
Final details included wet effects, oil spills and grease marks to appropriate areas. The slightly glossy appearance not only accentuated details, but also provided a contrast against the matt green/black paint scheme and mud coating.

For anyone with an interest in British Cold War vehicles, I certainly recommend Tankograd's BAOR series; they provide a wealth of useful information, together with some outstanding high-resolution reference photographs.

Availability:

Tamiya 1/35 British Challenger 1 Mk. III *(ref. 35134)* and **British Main Battle Tank Challenger** *(ref. 35154)* are available from good model shops.

Accurate Armour 1/35 Challenger Combat Dozer *(ref. A032)* is available from Accurate Armour www.accurate-armour.com



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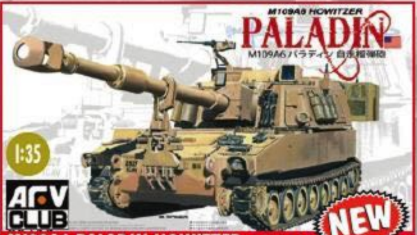
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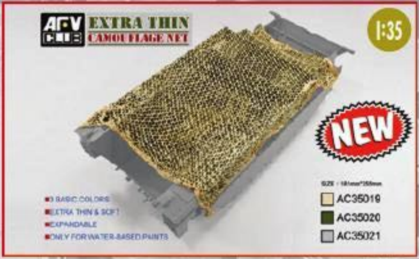
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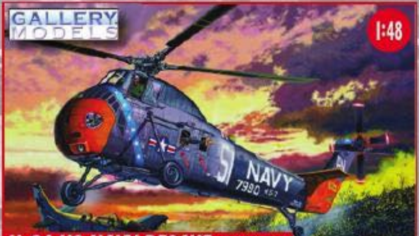
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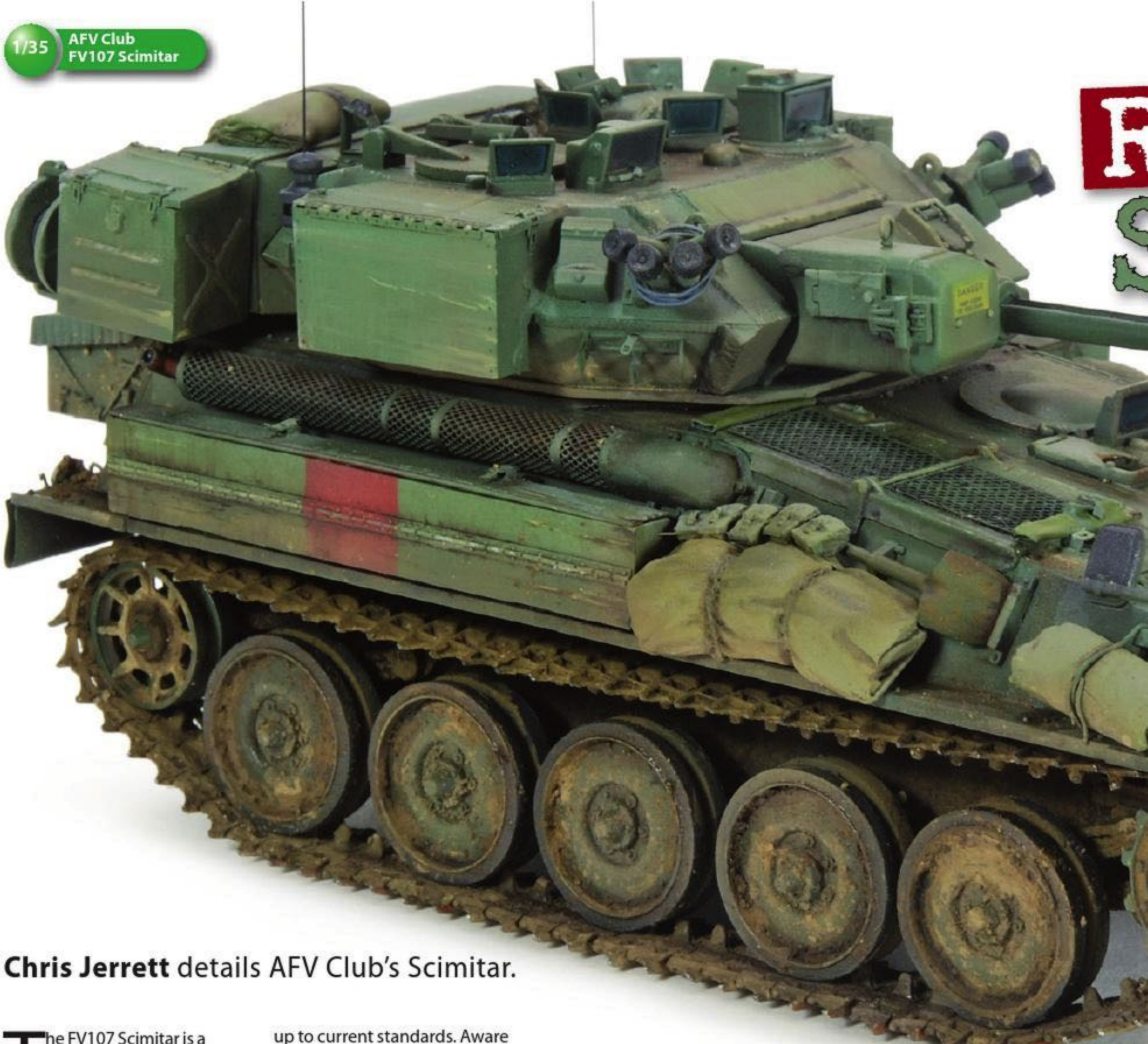


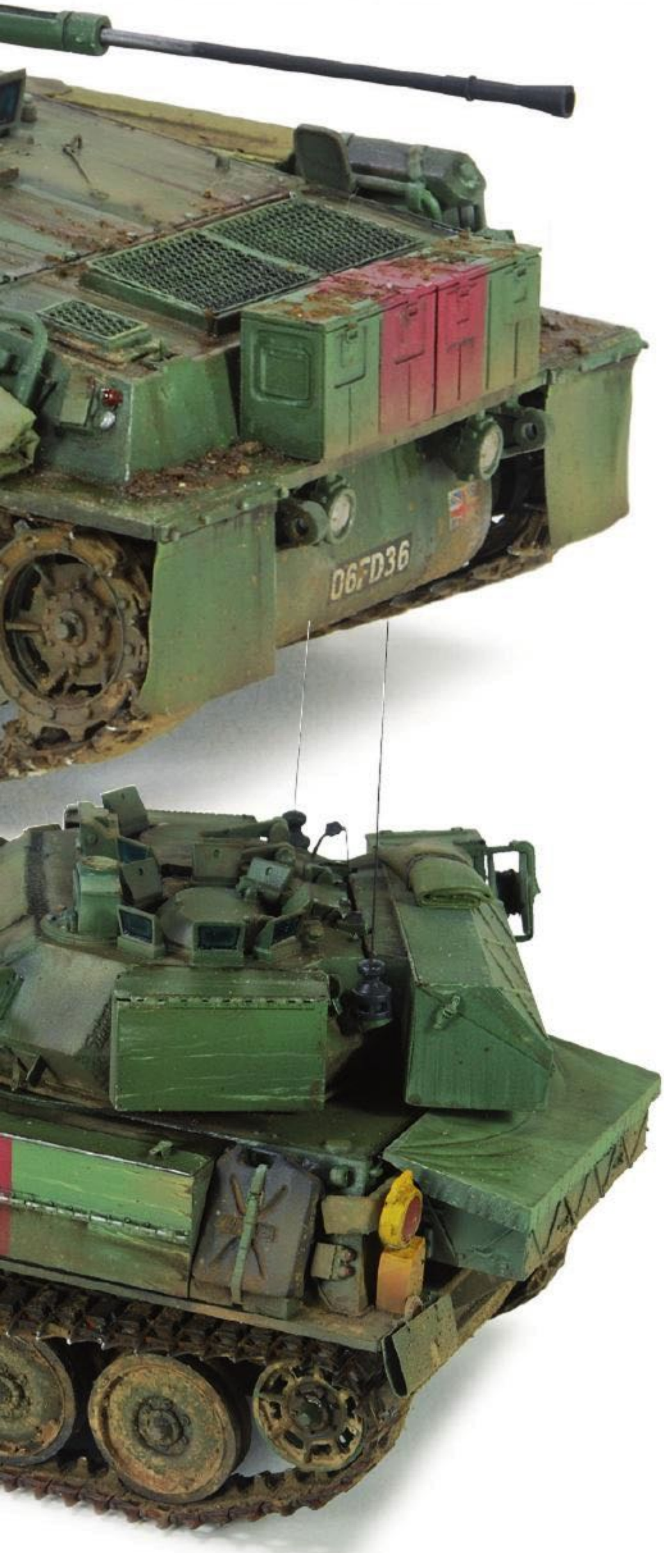
Chris Jerrett details AFV Club's Scimitar.

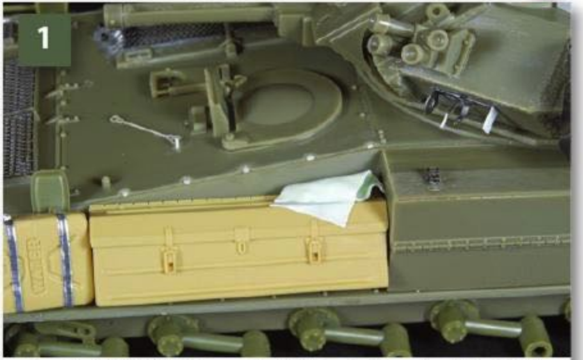
The FV107 Scimitar is a member of the CVR(T) family. Closely resembling the FV101 Scorpion, its main distinguishing feature is the high-velocity 30mm L21 RARDEN cannon, as opposed to the 76mm L23A1 gun. Entering service in 1971, it was issued to Royal Armoured Corps, Armoured Regiments in the reconnaissance role. Each regiment had a Close Reconnaissance Squadron comprising five Troops of eight Scimitars. During the later years of BAOR, the Scimitar was widely used in field training exercises. My model depicts an example during exercise, and marked as an 'advancing enemy force' vehicle.

The kit

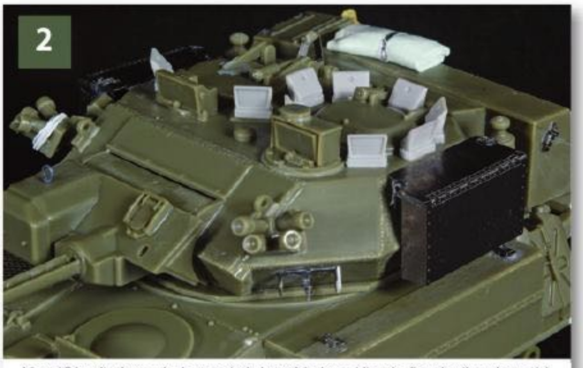
Currently, the only 1/35-scale version of the **Scimitar** is from **AFV Club**. Though dating back to 1996, the kit is generally well up to current standards. Aware that the vehicle would have undergone various changes, I checked the kit against references to decide what would be required to correctly depict a Scimitar from 1993. In fact, the only modifications needed were covered in the kit instructions, with extra parts supplied. However, I replaced the **turret periscopes** with similar ones left over from a **Trumpeter** kit, as these were better detailed. I also added various parts from **Eduard's photo-etched detail set** *(ref.35633)*, including engine-deck screens and turret-mounted storage boxes. Items of **stowage** were from **Legend Productions**, **Panzer Art** and **Tamiya**. As with most of my models, I decided to replace the kit's **tracks** with a fully workable **metal set** from **Friulmodel**.

RED FORCE
SCIMITAR

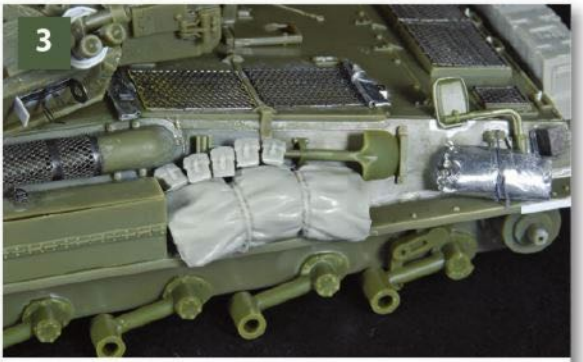



1

Assembly of AFV Club's Scimitar was really straightforward, with very few additional details required. The tan box is from Tamiya's Challenger 1 kit.


2

I found Eduard's photoetched set particularly useful when adding the finer details to the model.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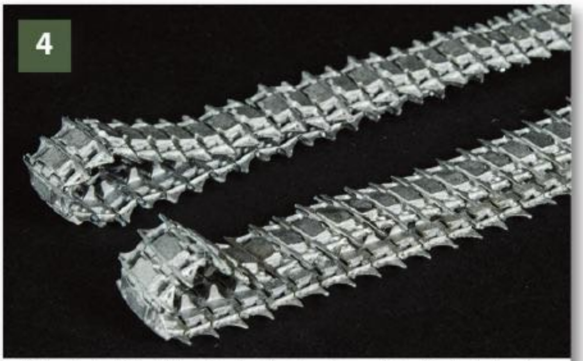
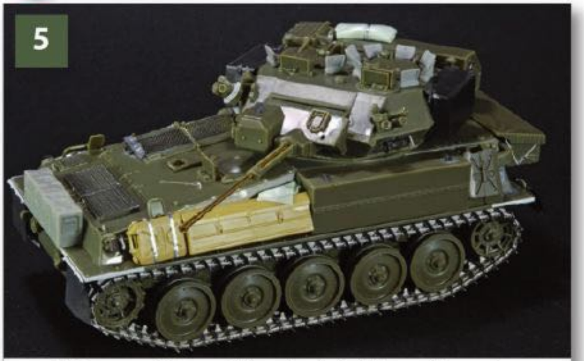
Various pieces of crew equipment were attached to the model, the rolled sheet being a resin item supplied by Legend Productions.


4

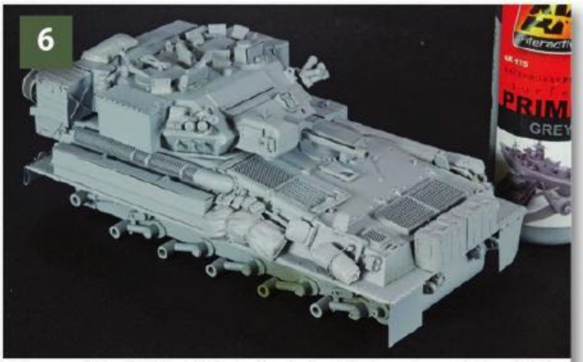
Without doubt, Friulmodel's metal tracks add to the realism, rarely found in the plastic version.

5



It is always a good idea to test-fit the tracks and wheels before applying any paint; much easier to deal with any modifications or repairs at this early stage.

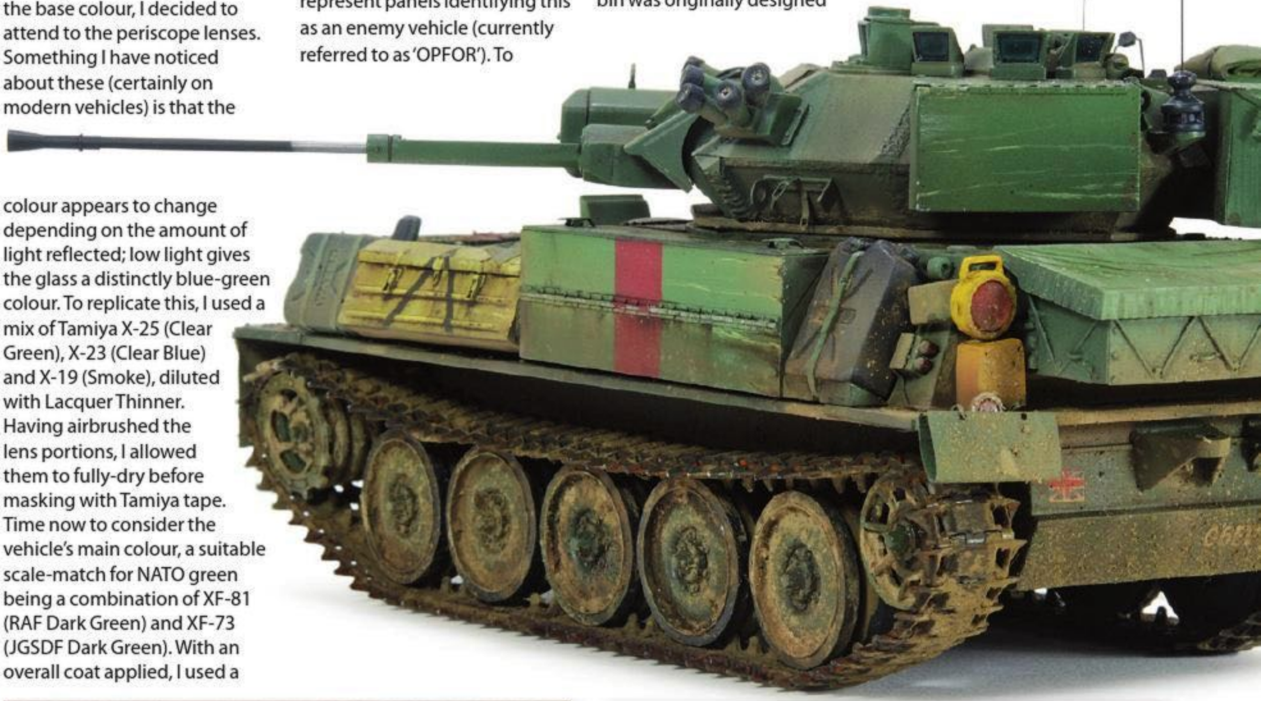
6



I have recently found AK Interactive's water-based primer to be the most convenient to work with.

Painting & Weathering
Recently, I have started to use a water-based primer from AK Interactive. As well as being environmentally friendly, it does seem to provide much better coverage. Before applying the base colour, I decided to attend to the periscope lenses. Something I have noticed about these (certainly on modern vehicles) is that the colour appears to change depending on the amount of light reflected; low light gives the glass a distinctly blue-green colour. To replicate this, I used a mix of Tamiya X-25 (Clear Green), X-23 (Clear Blue) and X-19 (Smoke), diluted with Lacquer Thinner. Having airbrushed the lens portions, I allowed them to fully-dry before masking with Tamiya tape. Time now to consider the vehicle's main colour, a suitable scale-match for NATO green being a combination of XF-81 (RAF Dark Green) and XF-73 (JGSDF Dark Green). With an overall coat applied, I used a lightened version to highlight some of the upper areas.

The next stage began by masking rectangular sections on the front and sides of the model. Painted red, these would represent panels identifying this as an enemy vehicle (currently referred to as 'OPFOR'). To create further interest, I painted the additional stowage bin a sand-yellow colour with a large 'Coalition' chevron marking (as seen on many post-Gulf War vehicles). Incidentally, this bin was originally designed for the Chieftain tank, but frequently found its way onto the Scimitar. Other details included tarpaulins and stowed crew equipment, which were



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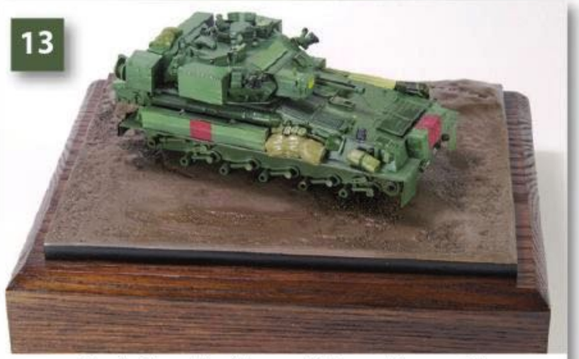
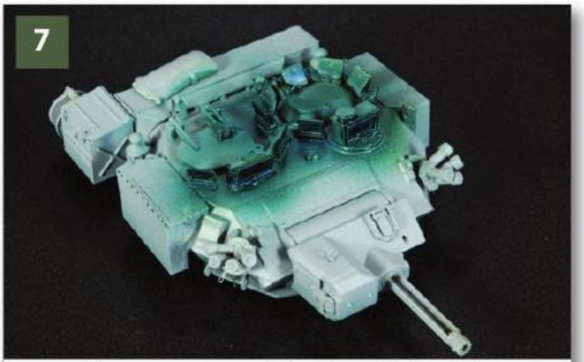
The barrier was simply made from balsa wood and plastic.

13



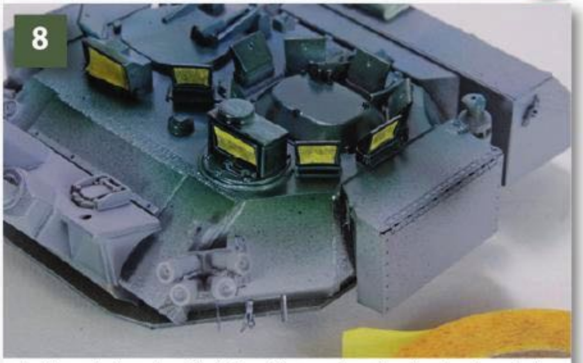
A test-fit of the model on the base revealed that something was needed to add further interest to the scene.

7



Overspray was not a concern, as the base colour would easily cover this.

8



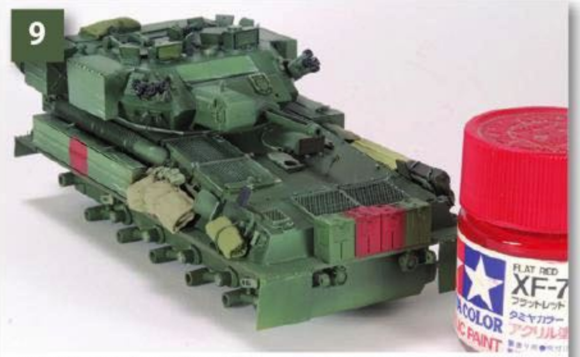
As with most Tamiya products, I find their masking tape to be really well made and very effective.

picked out in Humbrol colours (the perfect choice, as these dry to a really matt finish). As for the various rubber parts around the vehicle, I used Vallejo Black. The model now received a coat of gloss varnish, both to seal the paints and to prepare for the decals markings. As always, I applied the decals with the help of Micro Sol, before protecting them with a further coat of varnish.

Satisfied with the basic colour scheme, I made a start on the weathering process. Using green and brown oil paints, I diluted these with 90% thinners, and applied them as a series of filters. Once dry, I repeated the process using Tamiya Clear Green (again diluted and toned down). An overall wash was now heavily applied, using AK Interactive's AK 121 (OIF & OEF Wash), any excess being removed with a brush dipped in thinner. Having left the various layers to dry for several days, I added some pin-washes to create depth to recesses (in particular, black to accentuate the engine vents).

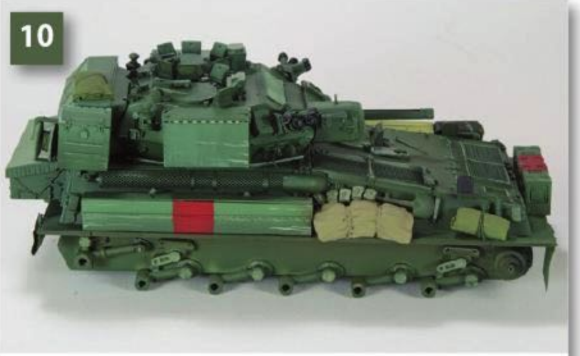
And now, that currently popular (and much debated) subject of paint chipping and rust … here the important point is to work out how and where these would logically appear. Given that this vehicle had only recently returned from the First Gulf War, it would have been received a fresh coat of paint, so surface damage would have been minimal. To replicate areas of chipped paintwork, I simply used a lighter tone of the base colour, and applied this with a fine-pointed brush. As for signs of rust, it is worth remembering that (like the Scorpion) the main body of the Scimitar is made from aluminium. Consequently, any rust would be limited to those items made from steel. Again, keen not to overstate the effect, I added a few areas of corrosion using colours from the Vallejo range.

9



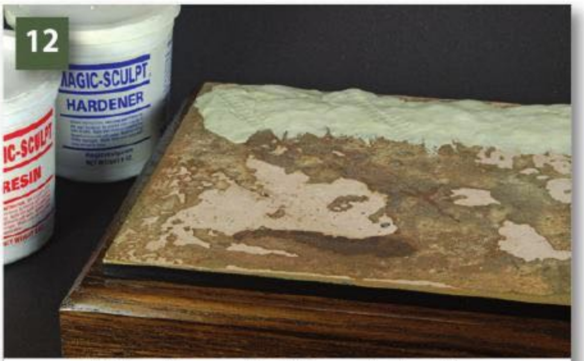
Here is the perfect example where painted-on markings are certainly more realistic than decals.

10



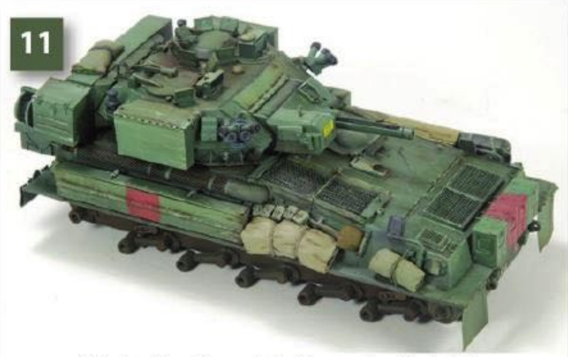
Note the varying tones, typical of most AFV paint finishes.

12



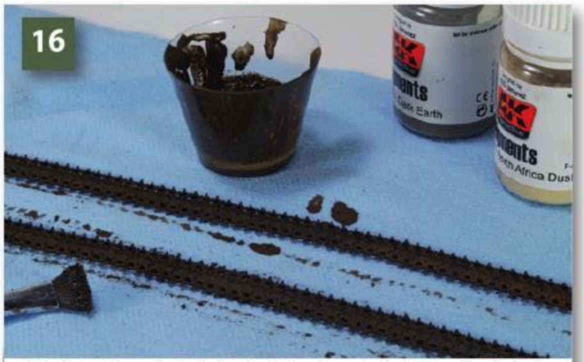
With the model put to one side to dry, I began work on the scenic base.
Magic Sculpt is a perfect material for creating contours.

11



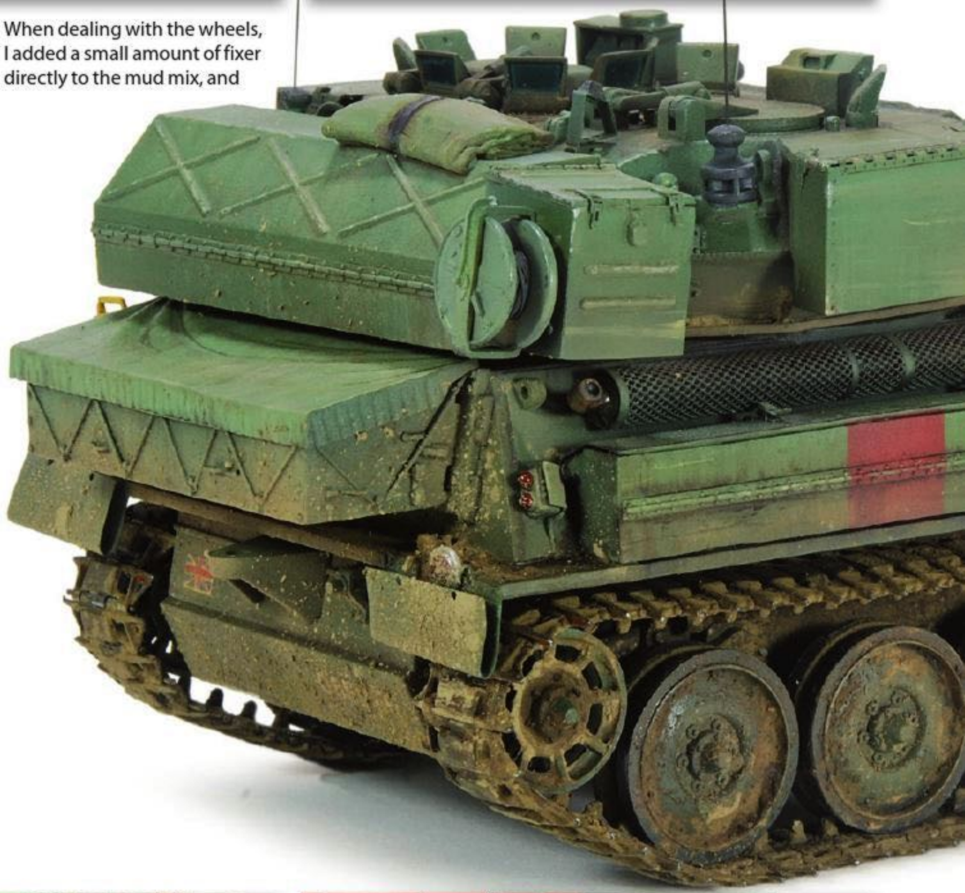
Mid-point of the painting reveals the different media used for the finish.

Oil paints are a particularly useful medium, providing an effective in-scale appearance.



Using pigments to weather tracks is really simple, and recreates the build-up of mud perfectly.

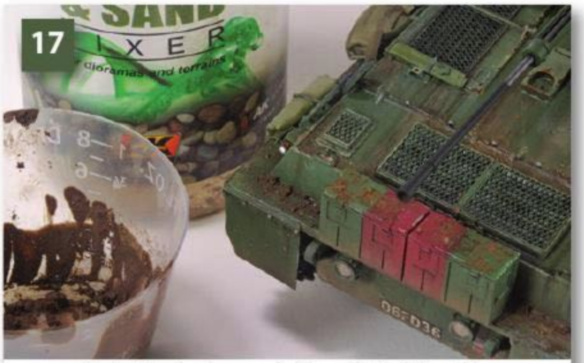
To recreate the appearance of dust over the sides and upper surfaces of the vehicle, I airbrushed various Tamiya colours (both light and dark), diluted with 70% water. Now using various oil paints, I applied these to recesses and corners to suggest damp areas. Varying the tones and applying in layers are key points to focus on here. Of course, the extent of dust and dirt will depend on how/where the vehicle has been operating. On this occasion, I opted for a medium-level of dirt application, which would still allow details on the wheels and tracks to be visible. On the subject of the tracks, these were first sprayed with various browns, in particular, XF-72 (JGSDF Brown). Next, a mix of AK Interactive pigments, real dirt and plaster were mixed with thinner, and applied with a wide brush. The surplus mix was then set aside to dry, before being broken into tiny pieces. These were then laid onto certain flat surfaces (e.g. engine deck and track guards), and secured with a combination of AK 048 (Pigment Fixer) and AK 118 (Gravel & Sand Fixer). When dealing with the wheels, I added a small amount of fixer directly to the mud mix, and



AK's Engine Oil has a glossy opaque finish, so it created a darker wet appearance to the wheel edges.

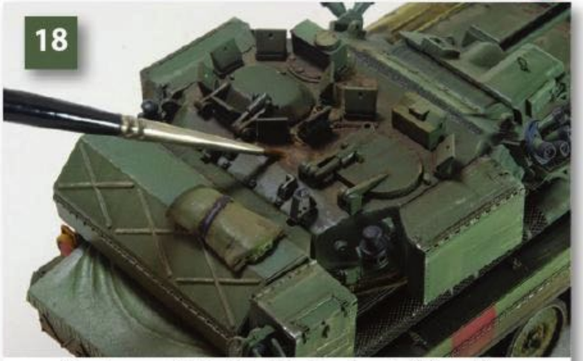
A metallic pencil was used to depict the worn edges to various sections.

17



Dried particles of mud were secured with a combination of Pigment Fixer and Gravel & Sand Fixer (both from AK Interactive).

18



Pigments were applied directly from the bottle, and secured with Pigment Fixer. Once dry, the tones were enhanced with oil paints and AK's Wet Effects Fluid.

applied this with a stiff brush. To complete this stage, I mixed some of the pigment with thinner, and flicked this over the lower hull, wheels and tracks. Aware that some of my earlier work had been obscured by the successive weathering, I repeated certain highlights, paying particular attention to raised details such as bolt-heads. Areas that would show signs of oil/fuel spillage or water accumulation were treated to a combination of AK 025 (Fuel Stains) and AK 079 (Wet Effects Fluid). Several coats were required on the wheels, as the previously applied pigment tended to quickly absorb the liquid. Final touches included the addition of paint chips to the aluminium areas. Here I used XF-56 (Metallic Grey), applied with a fine-pointed brush, followed by a metallic pencil to accentuate various worn edges around the model. AK 086 (Dark Steel Pigment) was also used to replicate buffed areas of metal.

The Scenic Base

Over a polished wooden base, I created a section of groundwork with DAS air-drying clay, and added further contours using Magic Sculpt two-part epoxy putty. Having masked off the base to protect the finish, I airbrushed the ground with various earth tones. A layer of pigment / dirt mix was now added, and secured with Gravel & Sand Fixer. Static grass was applied to the high points of the ground, and a barrier (made from balsa wood and plastic) was positioned across the track. Once completed, the ground received patches of Wet Effects Fluid to suggest puddles and wet mud.

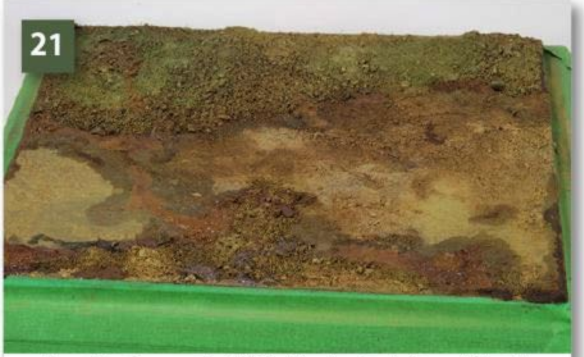
Many thanks to Anthony and Ken; between us we have been able to produce six models relating to important vehicles used during the BAOR years.

BRITISH CVRT FV107 SCIMITAR

Availability:

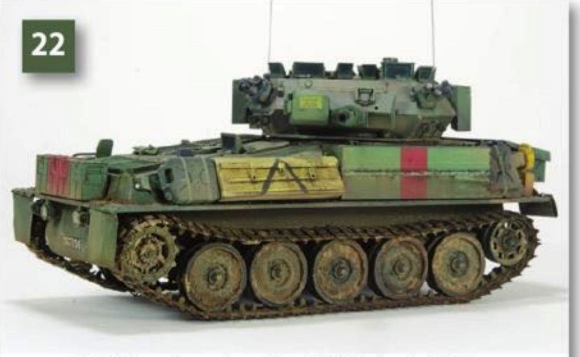
AFV Club 1/35 British CVRT FV107 Scimitar *(ref. AF35103)* is available from all good model shops. AFV Club kits are distributed in the UK by Pocketbond.

21



The scenic base in progress: simply DAS air-drying clay sculpted to shape and airbrushed with appropriate colours.

22



The Gulf War-sand stowage box and the red 'OPFOR' stripe add a bit of colour and interest to the vehicle.

FD42
06FD42
06FD36

Model Details

ATF Dingo 2 GE A2 PatSi

ATF Dingo 2 GE A2 PatSi
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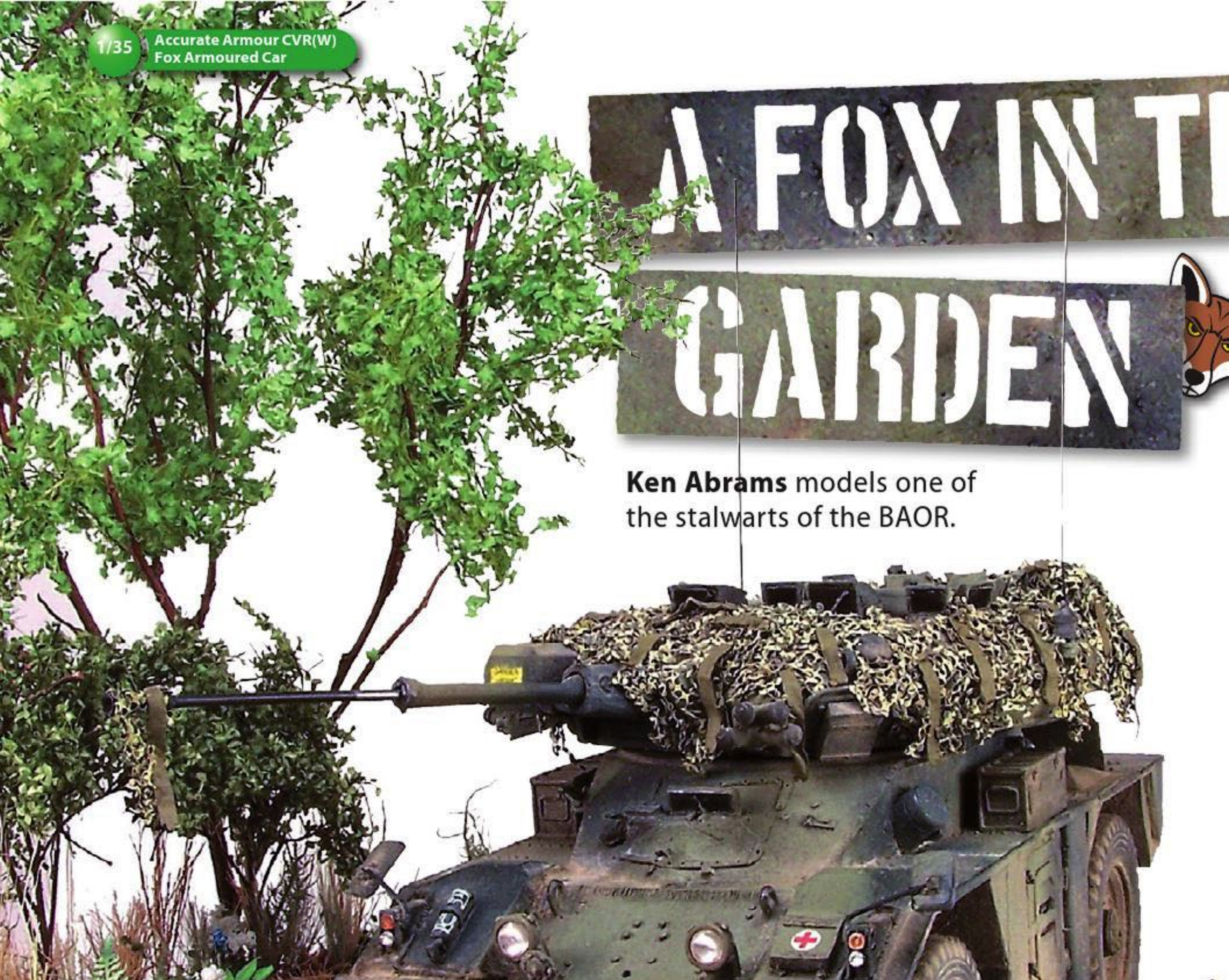
A FOX IN T
GARDEN

Ken Abrams models one of the stalwarts of the BAOR.



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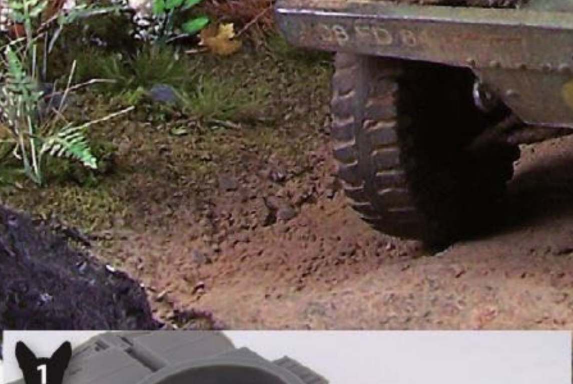
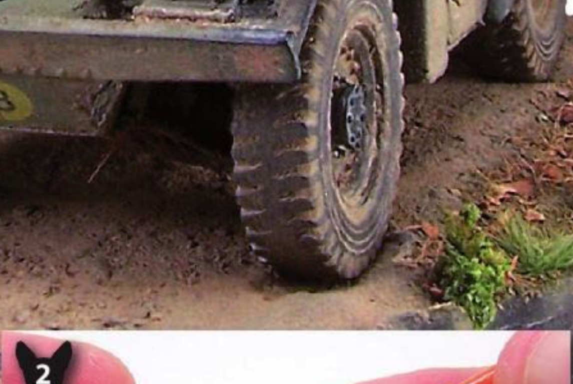
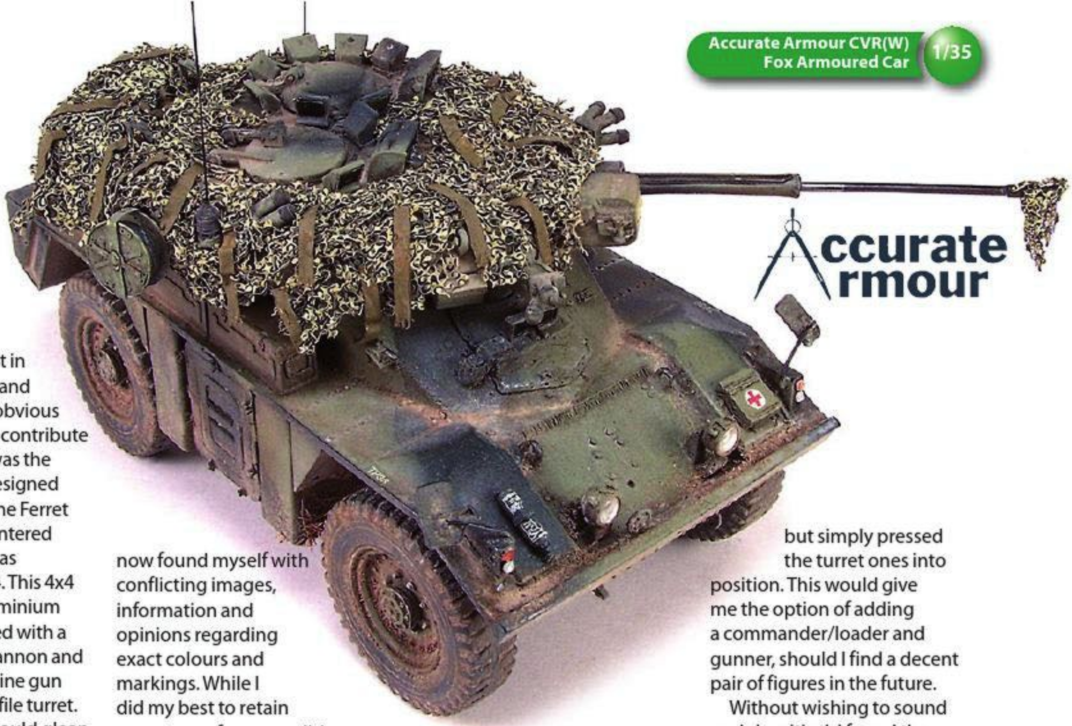


The scratchbuilt lifting points were applied using the glue looper.

2



The photoetch screen for the exhaust was annealed over a flame, then bent over a paintbrush handle.



Given my interest in armoured cars and soft-skins, the obvious choice when asked to contribute to this BAOR project was the FV721 CVR(W) Fox. Designed as a replacement for the Ferret and Saladin, the Fox entered service in 1973, and was withdrawn in 1993/94. This 4x4 armoured car had aluminium armour, and was armed with a 30mm L21 RARDEN cannon and coaxial 7.62mm machine gun mounted in a low-profile turret.

Other than what I could glean from Internet searches, my own references were fairly sparse. Thankfully, fellow modellers were able to provide more information on this vehicle, as well as on the BAOR as a whole.

I also had the opportunity to speak with someone who had actually served as a Fox commander. He was able to clarify certain details on colours and technical specifications that seemed to be unavailable elsewhere. Not surprisingly, I now found myself with conflicting images, information and opinions regarding exact colours and markings. While I did my best to retain accuracy as far as possible, I was aware that someone was bound to correct me on specific points. However, I am not saving lives here; just a big kid, playing with toys!

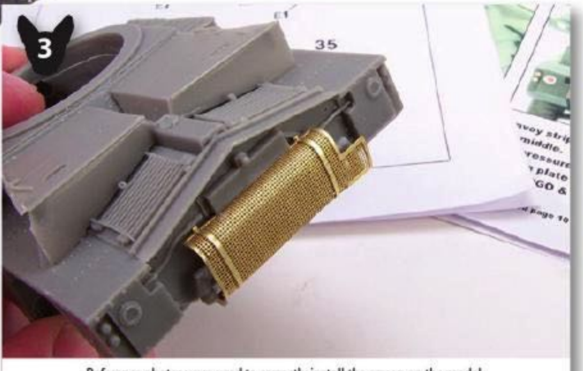
The Model

Currently, the only 1/35th scale version of the **Fox** is from **Accurate Armour.** Having received the kit, I gave it the customary inspection, and found that only minor parts were either damaged or missing. The two lifting eyes on the hull front were completely broken, but these could be easily replaced with scratchbuilt items. I also noticed some missing detail towards the rear, again simple to repair with stretched sprue.

Typical of Accurate Armour's kits, the resin was finely cast, with no evidence of shrinkage or warped components. The model features opening hatches, a half-figure driver and turned-metal cannon. An extensive etched-brass detailing set includes a mesh stowage-bin and exhaust cage, warning sign, vehicle registration plates and turret-mounted cable spool. Also provided is a comprehensive set of decals, including bridging plate, tyre pressures and other standard vehicle markings. Assembly promised to be fairly straightforward, and was carried out using standard CA glue. During the build, I realised that insufficient wingnuts were provided for both side-doors. Fortunately, I had some plastic ones left over from a Bronco kit, which simply required reshaping to match the resin items. Deciding to have all hatches closed, I permanently glued the driver's, but simply pressed the turret ones into position. This would give me the option of adding a commander/loader and gunner, should I find a decent pair of figures in the future.

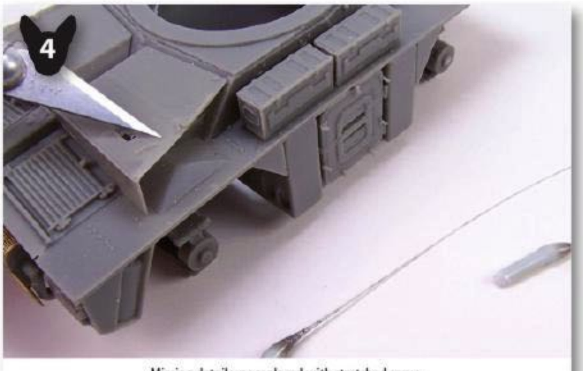
Without wishing to sound unduly critical, I found the assembly instructions to be rather vague in certain areas (often the case with 'cottage industry' kits). However, cross-referencing with photographs of the real vehicle helped to clarify any doubts during construction. A case in point, the instructions show the exhaust cage mounted one way, with the box-art showing it totally different; a quick search through Internet images confirmed that the former is correct. As for the turret basket, I had some difficulty bending the photo-etched part correctly. For fear of breaking it, I avoided too much adjustment, and settled for fitting it as per the instructions. Conveniently, most of the basket would eventually be concealed by stowage. The supplied brass rod for the rear-view mirror supports was cut in half and bent to shape.

3

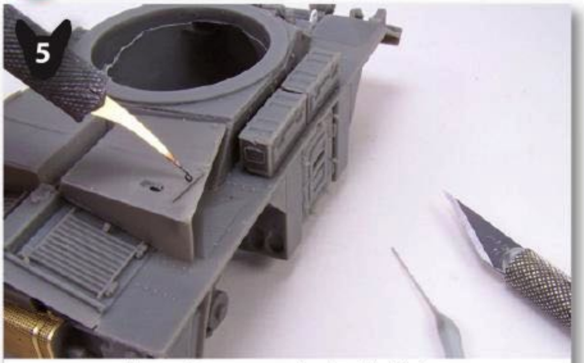


Reference photos were used to correctly install the screen on the model.

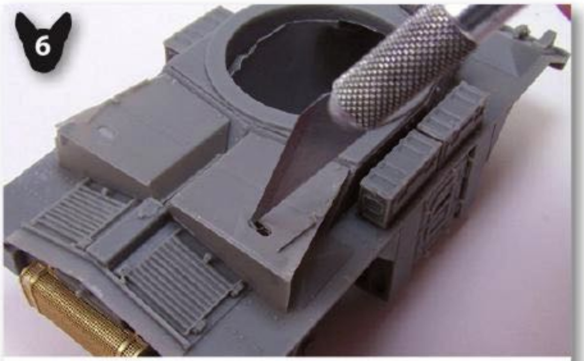
4



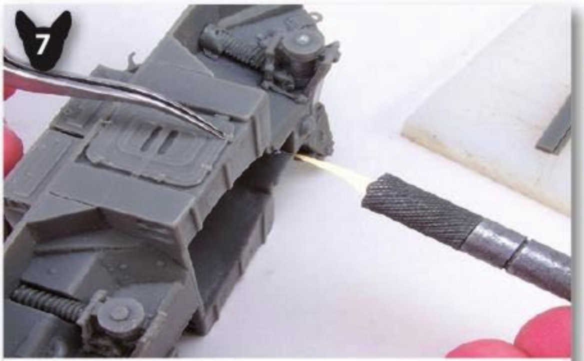
Missing detail was replaced with stretched sprue.



The stretched sprue was cut to length and glued in place.



What minimal flash there was I cleaned up with a sharp #11 blade.



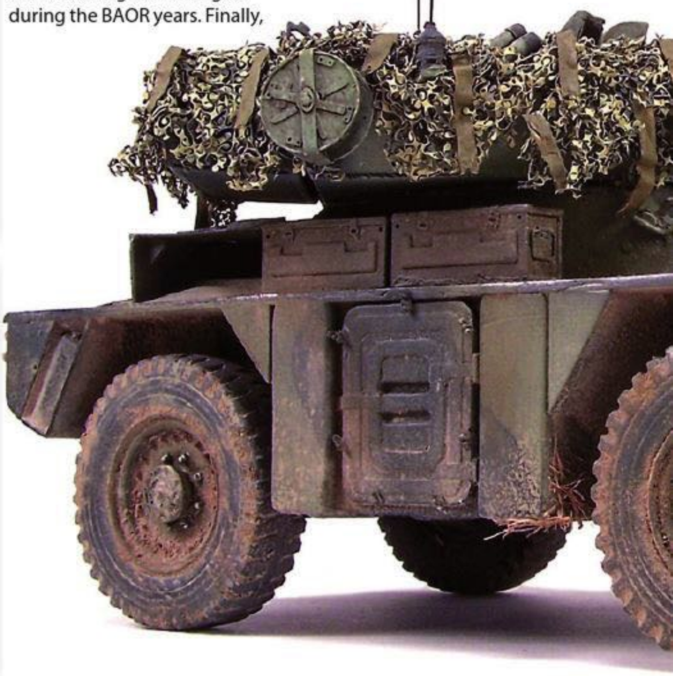
The tiny wingnuts were carefully glued in place.

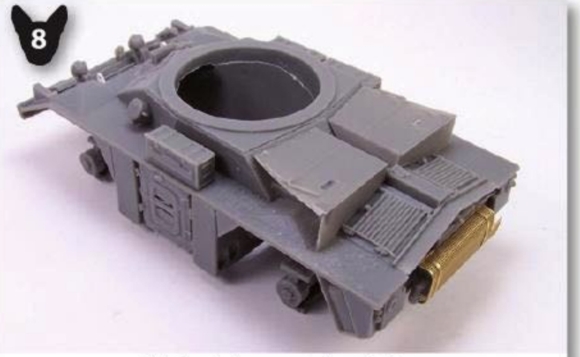
Using a pin-vice, I drilled a hole in each mirror mount, which would make positioning the rods much easier. With the basic assembly complete, it was time add some paint.

A Colour Conundrum

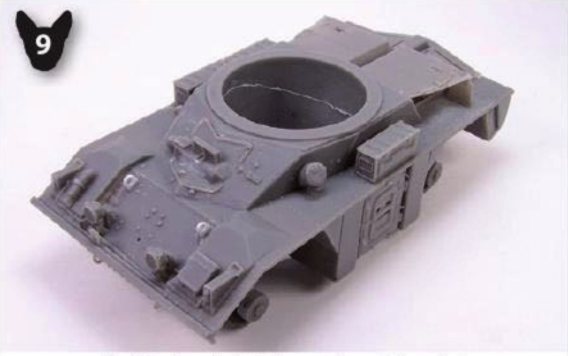
One would think that applying a simple green/black camouflage scheme was a relatively straightforward task. However, the more I considered this, the more confusing it became. Not only did I receive differing advice from modellers and vehicle enthusiasts on the 'correct' colours, but photographs of the real vehicle were not entirely reliable (mainly due to varying light conditions and print quality). To confuse the issue, evidence suggests that the shade of green changed during the BAOR years. Finally, there are the much-debated subjects of 'scale colour' and the effects of weathering. Resisting the temptation to get caught up in the never-ending quest for perfection, I decided to use my own judgement based on the information to hand.

Beginning with a khaki colour, I was able to adjust the tone towards the green I wanted by way of filters. Of course, the key to success with this technique is understanding colours, and how they affect each other. Get it wrong, and the whole effect is ruined; get it right, and the colour shifts perfectly, creating depth and a sense of scale. Having dealt with the green base-colour, the next step was to add the black camouflage pattern. The colour itself was a simple choice, but





The basic car body was now starting to take shape.



Headlights, horn and other fittings were then carefully attached.

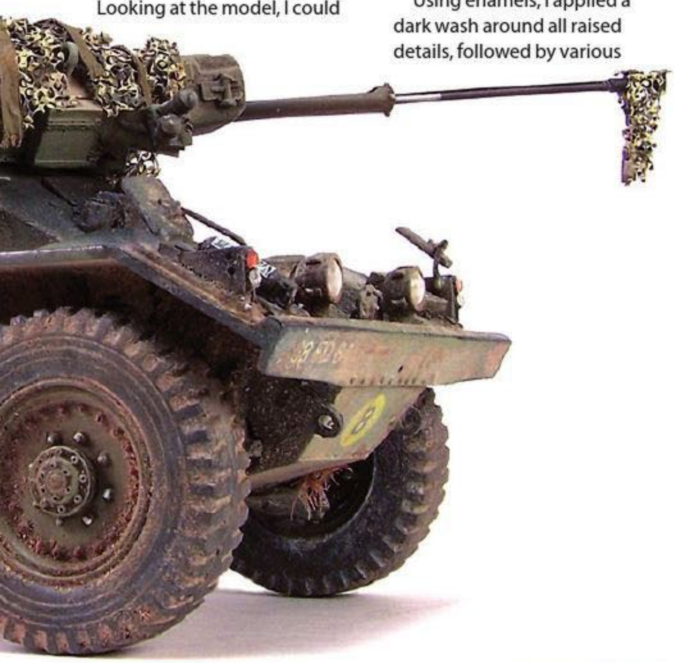
the painting technique required some careful planning. Most of the images showed the demarcation line to be relatively hard-edged (not the soft-edged associated with spray painting). However, it was not razor-sharp, as you would normally expect with brush painting. Aware that this would be difficult to recreate, I began by airbrushing Tamiya XF-69 (NATO Black), followed by a series of filter layers using LifeColor Black to achieve the desired effect.

Attending to the various details, I gave the gun barrel a coat of LifeColor LC72 (Satin Black), and painted the tyres with various shades of grey to arrive at a suitable 'rubber' colour. With the red and white wheel nuts carefully picked out using a fine-pointed brush, the model was now ready to receive some markings. Looking at the model, I could certainly see the appeal of a 'factory fresh' finish. But for me, it certainly needed to be given the full weathering treatment.

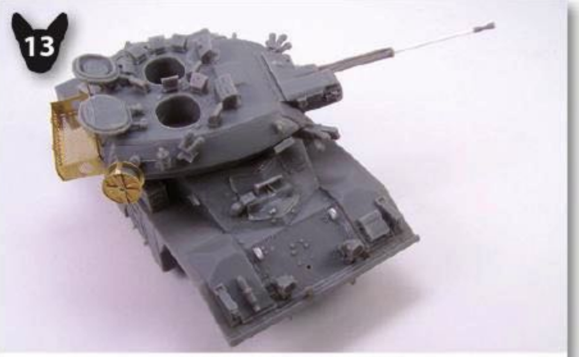
A Bit of Dirt Won't Hurt

Since most of my reference images showed these vehicles partially covered with baked-on dust, and with mud splashes around the lower areas, earth-coloured effects would play a large part in my weathering. Noticing little evidence of surface damage, I decided to limit my paint chipping to areas such as lifting and towing points. With the exception of some initial washes, the turret would not require further treatment; much of it would be covered by the camouflage net. In fact, the focus of the weathering would be on the lower hull and wheels.

Using enamels, I applied a dark wash around all raised details, followed by various

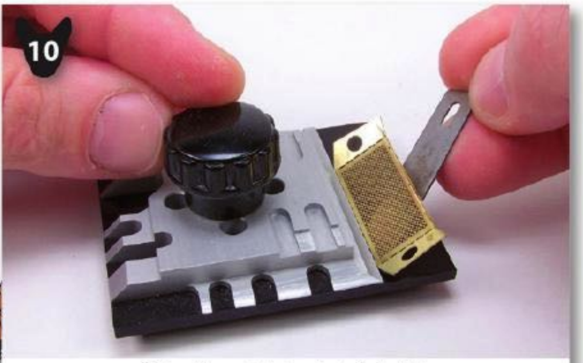


The kit supplied brass wire that needed to bent to shape for the mirrors.

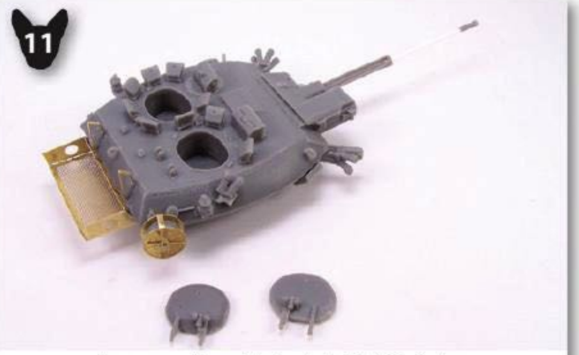


Here we have a mock-up of turret and body.

The tyres were removed from their pour blocks carefully to avoid damaging the tread pattern.



The turret stowage basket was bent using the 'Bug'.



Here you can see the completed turret with all the fittings in place.

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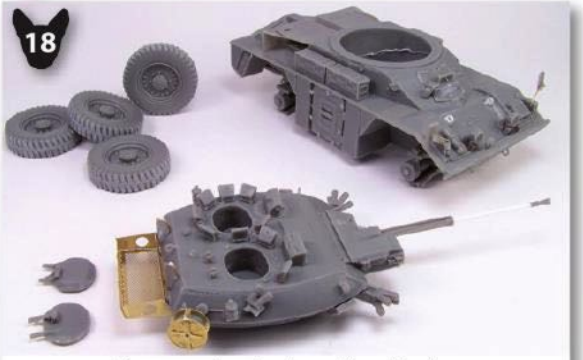
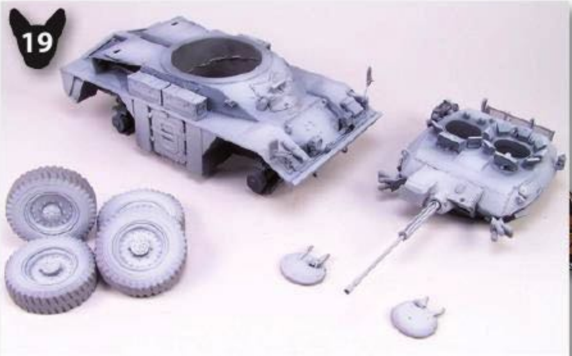


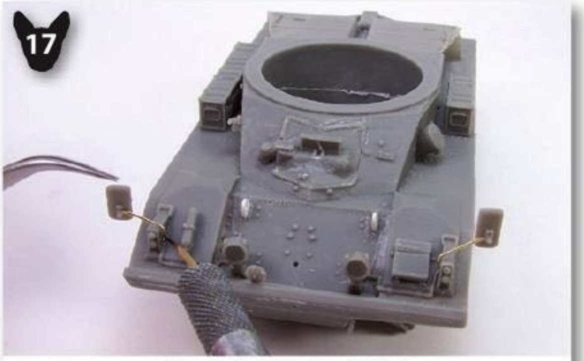
Here you can see the various sub-assemblies ready for paint.

19



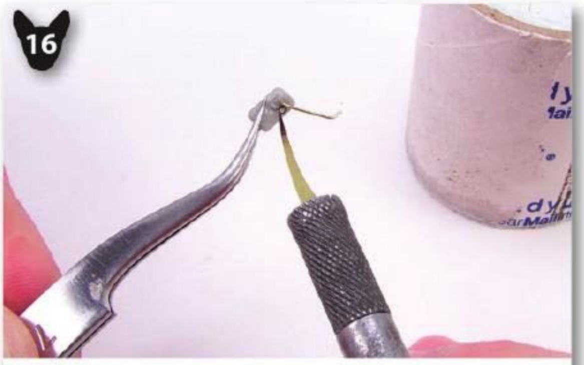
White primer was lightly misted on in preparation for the paint.

17



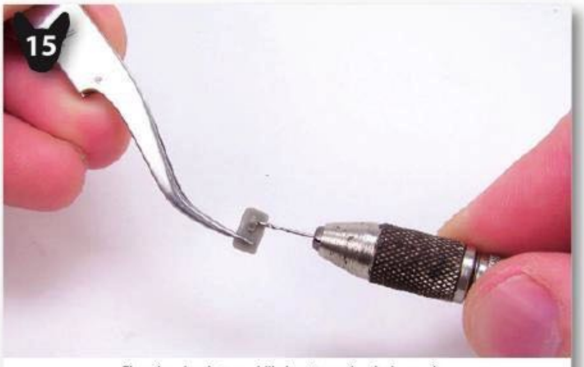
I attached the bracket to the body with CA glue.

16



The brass wire was then glued into the drilled out bracket.

15



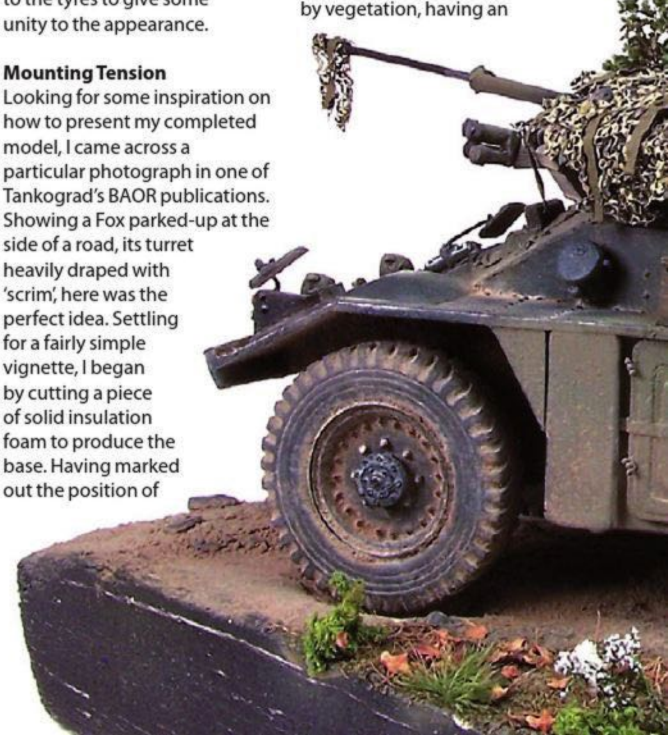
The mirror bracket was drilled out to receive the brass wire.

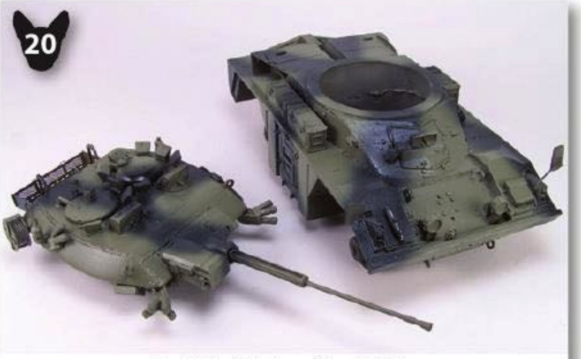
dust-colours in the corners and recesses of horizontal surfaces. Once painted on, the colours were allowed 15-minutes drying time, before being blended into the surrounding areas with a brush moistened in thinner. Areas near the engine deck and turret received a similar treatment, this time using a grey colour; perfect for representing the grimy appearance around lubricated parts and assemblies. To give the impression of thrown-up earth and grass on lower areas, I made a thick paste from pigment, sifted dirt, fragments of seaweed balls and pigment fixer. Being careful not to overstate the effect, I added small clumps of this to the wheel wells and some of the suspension parts. Heavily diluted, the pigment/earth mix was also applied to the tyres to give some unity to the appearance.

Mounting Tension

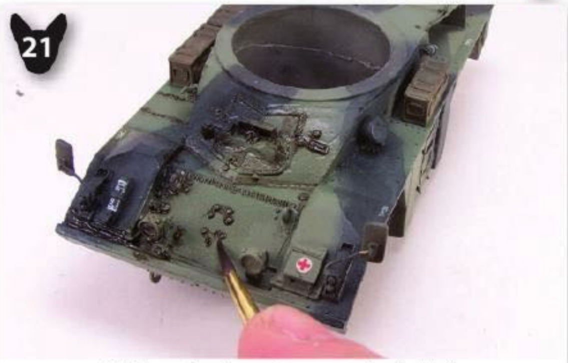
Looking for some inspiration on how to present my completed model, I came across a particular photograph in one of Tankograd's BAOR publications. Showing a Fox parked-up at the side of a road, its turret heavily draped with 'scrim', here was the perfect idea. Settling for a fairly simple vignette, I began by cutting a piece of solid insulation foam to produce the base. Having marked out the position of the track and raised verge, I shaped these until I was happy with the basic appearance.

The next step involved building up the terrain with a layer of wall plaster. While still wet, this received a sprinkling of sand and small stones that I had collected from the roadside. Having gently pressed these into the surface, any excess was shaken off, before the base was allowed to dry for a couple of days. Once fully hardened, the groundwork was treated to a coat of AK Interactive's AK 178 (Black Primer). It was important to use an acrylic primer, as enamel paint would seep through to the foam with disastrous results (something I have learnt from previous attempts). Earth tones from the Tamiya range were now randomly applied. While these would be partially covered by vegetation, having an




20

I applied the initial colours with a satin finish.

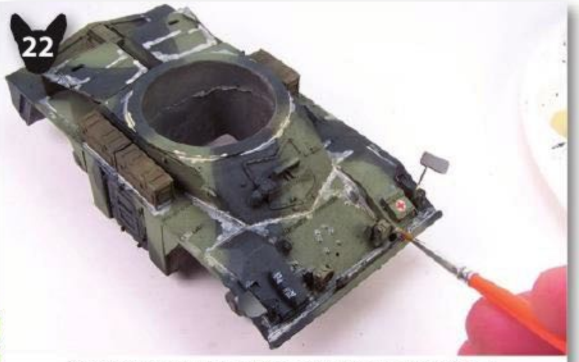

21

A dark brown pinwash was used to accentuate the raised details.

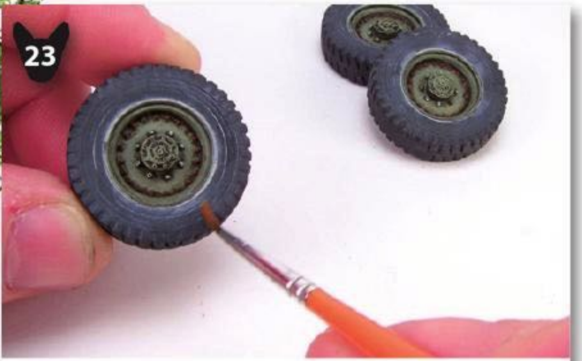
underlying basecoat would help to unify the various areas. Dark grey was used pick out the stones, followed by a drybrushing of light grey to give further definition.

Coming to Life

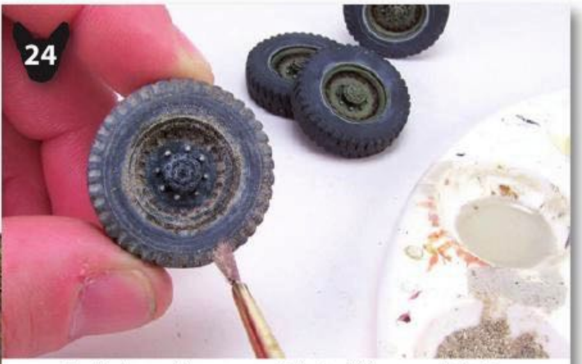
Clearly, subject matter and composition are essential features of any diorama or vignette. Equally so is the treatment of groundwork,


22

This was followed by an initial application of dust into the corners of the body.


23

Here you can see the effects of a dark pin wash in the rim and the first dust around the tyre.


24

Fine silt, plaster and pigments was applied to the still damp tyre and wheel rim.

25

Fine silt plaster and pigments were applied to the inner fender wells

26

The same mixture was pushed into all the damp corners of the vehicle hull.

27

Here we have Eduard's photoetch camo net and some plastic bits for the turret basket.

particularly with a compact scene such as this. By creating a realistic and natural setting, this gives the subject a visual context and a true sense of scale … sounds very simple, but this is quite difficult to master. Since this would be a rural setting, a key element would be the large assortment of plant life; the more intermingled, the more convincing this would be to the viewer. Rarely would these be 'planted'; they would have grown naturally, and certainly not in ordered rows or patterns. For convenience, I began by adding the grass covering, and followed this with bushes and taller plants. Of course, having a selection of images to work from is very useful. But the best references are actually out there, either in the countryside or just outside the front door.

The End in Sight

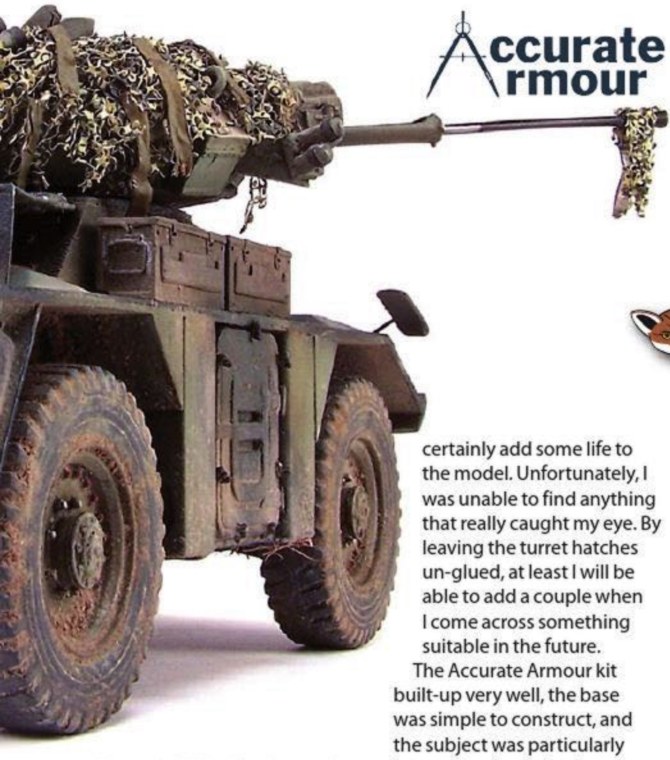
With the base almost complete, and my Fox waiting in the wings, it was time to bring them together. I still had the camouflage net to apply to the turret. Having planned to use Eduard's photoetched 'Camo Netting UK S-type Woodland' (ref. 36145), I was somewhat anxious about draping a complete section over the turret. Instead, I cut smaller pieces and attached them individually, bending and shaping them to fit around raised details. Working from the Tankograd images, I set the pieces in place with CA glue, and used Creative

28

It was necessary to carefully twist the net to get a convincing 3-D appearance.

29

Plaster and fine sand was applied to a base carved from insulating foam.



Dynamics' 'The Glue Looper' to reach underneath in order to avoid any tell-tale glue spots. Having allowed the netting to dry, I added small strips of 'cloth' using tissue paper soaked in PVA glue. A light misting of LifeColor's matt varnish removed any sheen from the painted photoetch.

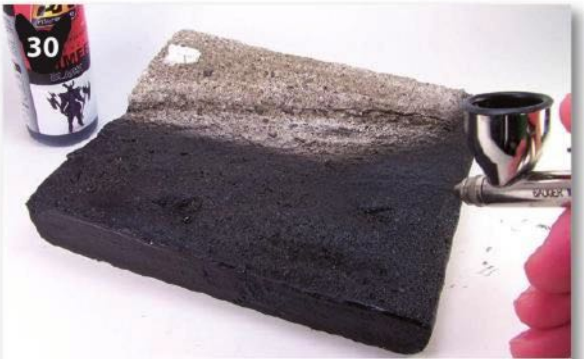
With a pair of wire antennas fitted, I attached the model (minus the turret) to the base. To link the vehicle with its surroundings, I dusted the wheels and lower areas with the same pigment tones as used on the groundwork. Satisfied with the effect, I added the turret, and repeated the dusting to this section. As for crew figures, these would certainly add some life to the model. Unfortunately, I was unable to find anything that really caught my eye. By leaving the turret hatches un-glued, at least I will be able to add a couple when I come across something suitable in the future.

The Accurate Armour kit built-up very well, the base was simple to construct, and the subject was particularly interesting (completely new ground for me) … looking forward to tackling another BAOR project.

Availability:

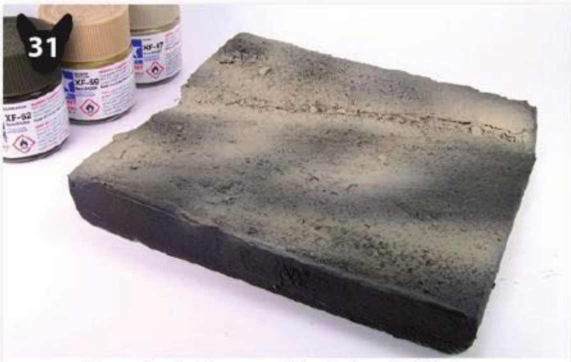
Accurate Armour 1/35 CVR(W) Fox Armoured Car *(ref. K051)* is available from Accurate Armour www.accurate-armour.co.uk

30



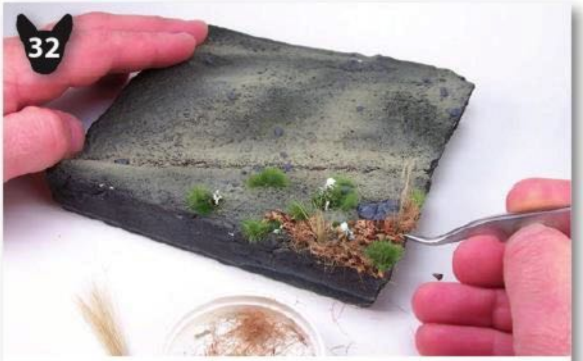
I used heavy coats of acrylic primer to seal the sand and plaster.

31



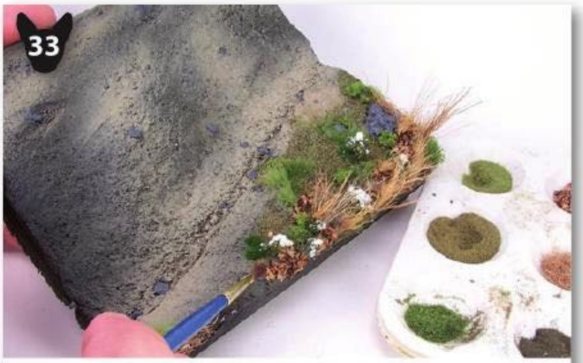
Then acrylic earth colours were applied randomly over the black primer.

32



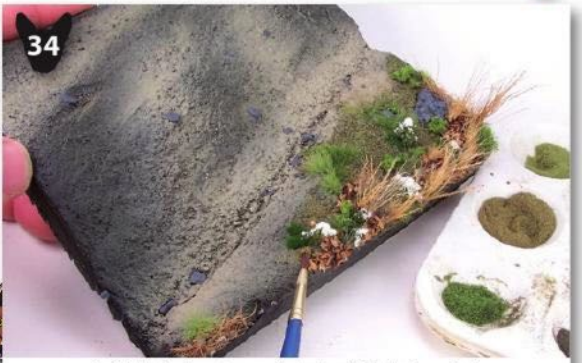
Many different modelling products were carefully 'planted' in a convincing manner.

33

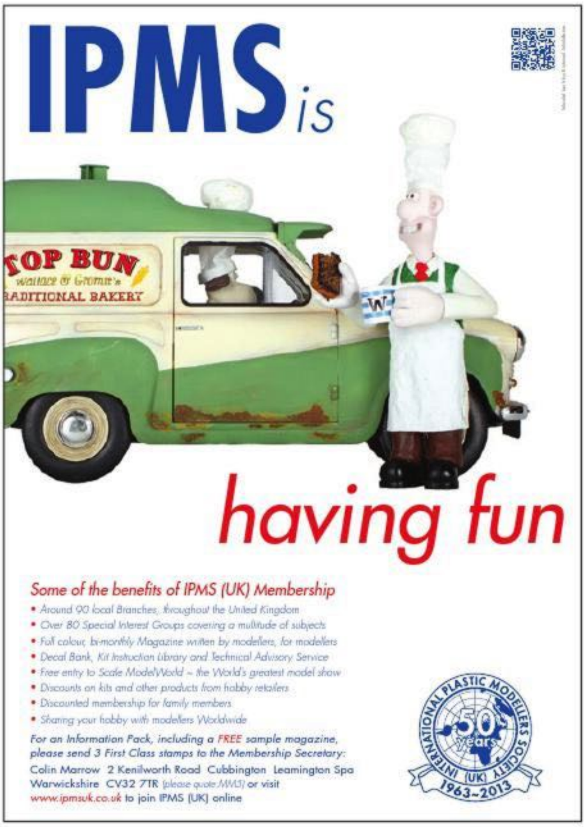


Ground foam was used for the finest of turf.

34



And finally, dry pigments were mixed and applied dry to the road bed.



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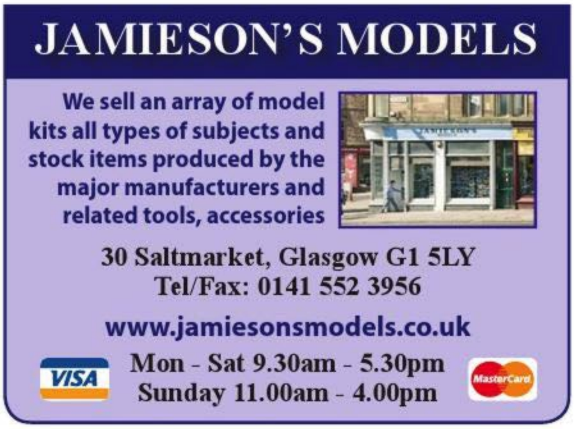

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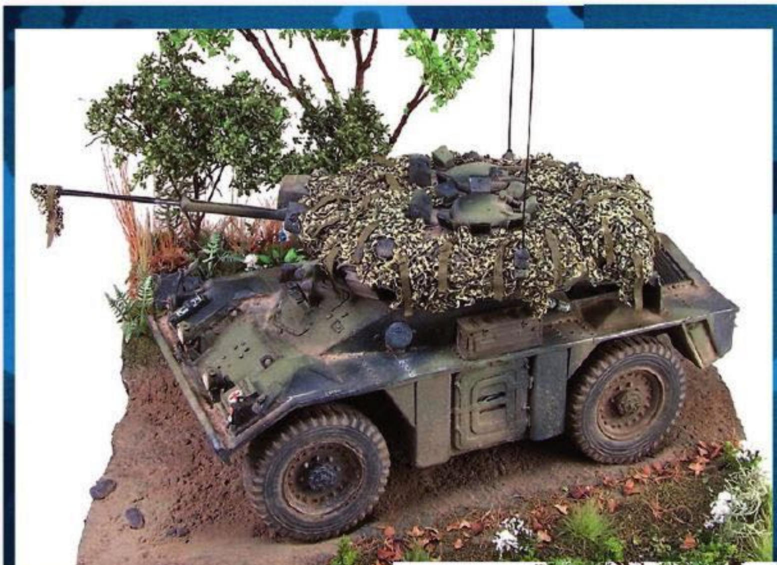

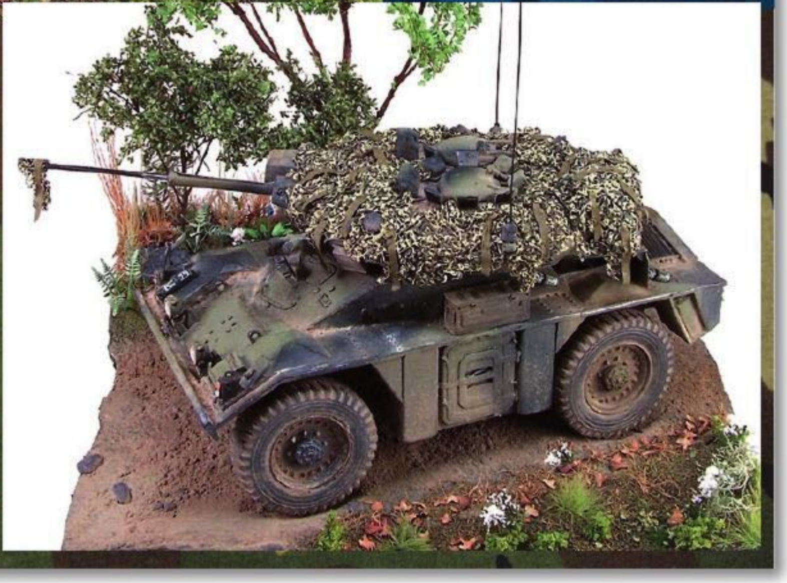

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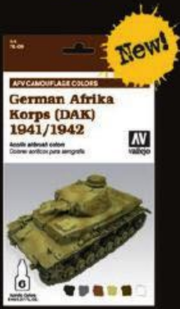
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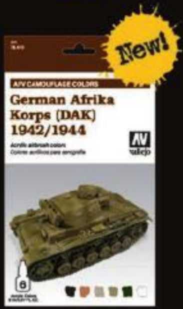
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